

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, MAY 29, 1858.

Second Quarto Series, Vol. XIV., No. 22.—Whole No. 1,154, Vol. XXXI.

ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ & CO.

Front Room, Third Floor,

No. 9 Spruce Street.

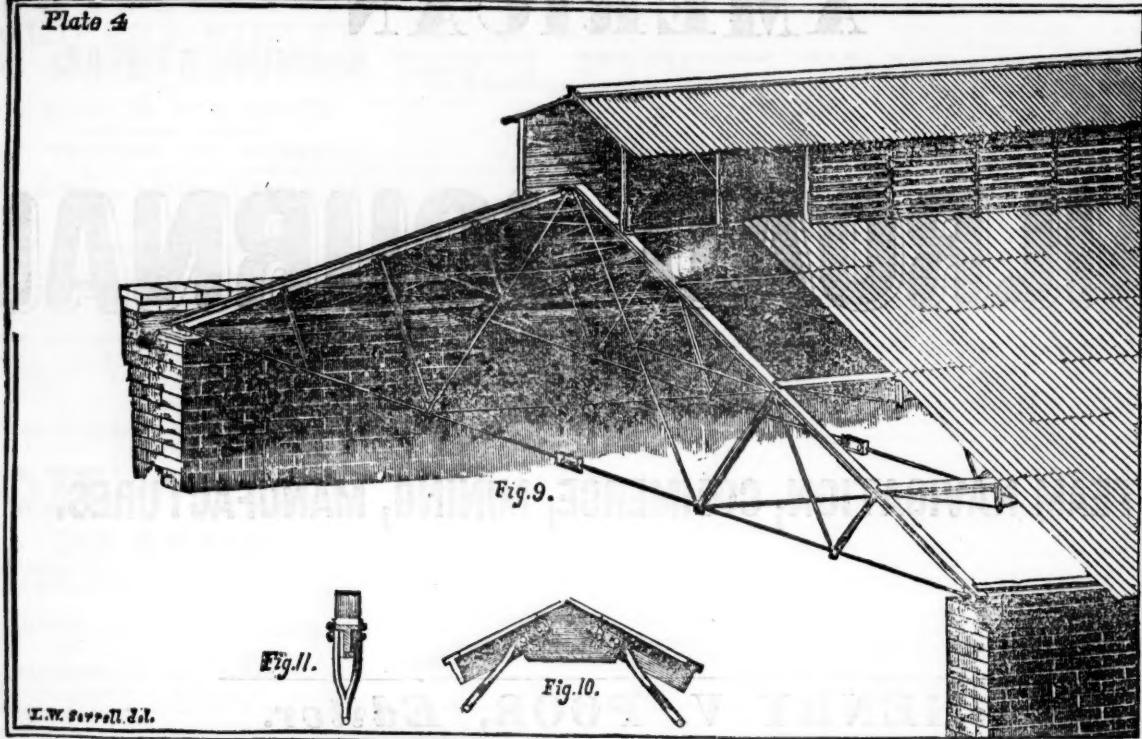
**JOHN H. SCHULTZ & CO.
BROTHERS**

NEW YORK.

MARSHAL

ROOFING.

Plate 4



THE subscribers, manufacturers and importers of PATENT GALVANIZED TINNED IRON, respectfully invite the attention of railroad companies and others interested in the construction of Fire-proof Buildings and Roofs, to this material, which is highly recommended for strength, durability, and lightness, combined with elegance in appearance.

The advertisers can refer particularly to Roofs they have

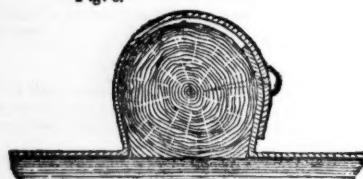
erected in the New York Navy Yard, also to that of the New Jersey Railroad and Trans. Company, Jersey City. In Great Britain it is used at all the railroad depots and navy yards in enormous quantity.

The corrugated sheets, as on the above iron framed roof, are equally suited to lay upon wood framing, either straight,

Plain sheets are prepared to lay on boarded roofs (such as have had tin coverings) by making a flute on the side so as to fasten to a wood roll, reaching from ridge to eaves and placed between each tier of sheets, see figs. 6 and 8 below. The transverse joints are secured as shown by fig. 7.

Estimates and designs for Buildings and Roofs, &c., &c.

Fig. 6.



$\frac{1}{2}$ full size.

Fig. 7.



$\frac{1}{2}$ full size.

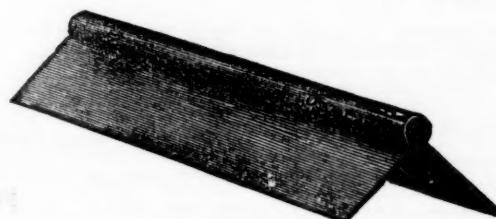
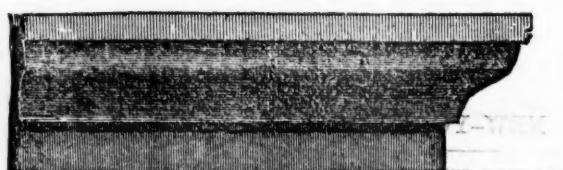
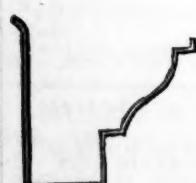
Fig. 8.



$\frac{1}{2}$ full size.

Galvanized iron Cornices to any size or pattern, Ridge Caps, and Spouts.

TELEGRAPH AND FENCING WIRE, BLACK SHEET IRON, SHIPS' IRON WORK,
LIGHTNING RODS. CORRUGATED. SPIKES, NAILS, &c., promptly galvanized.



MARSHALL LEFFERTS & BROTHER,
No. 57 Beekman st., NEW YORK.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY J. H. SCHULTZ & CO., AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM IN ADVANCE.

SECOND QUARTO SERIES, VOL. XIV., No. 22.]

SATURDAY, MAY 29, 1858.

[WHOLE No. 1,154, VOL. XXXI.

MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorized European Agents for the *Journal*.

PRINCIPAL CONTENTS.

North-East and South-West Alabama Railroad	337
Louisville and Memphis Railroad	338
Finances of St. Paul	338
Location of the Lake Superior Mines	339
Southern Pacific Railroad	344, 339
Railroad Earnings	339
Southern Minnesota Railroad	340
The Railroad War in Erie—The Track Torn Up	341
Finances of Allegheny Co., Pa	344
Bribery in Wisconsin	344
Great Southern Mail Route	345
Pittsburg and Connellsburg Railroad	345
East Tennessee and Virginia Railroad	346
Journal of Railroad Law	347

plete the grading, &c., for which subscriptions are to be taken up. There is also a land grant valued at \$500,000.

We give the following extract from the report: Your road is now well under way. The grading has been commenced at each end. Along the lower end or first division of one hundred miles, contractors have been busily engaged for a year, and upon the forty miles next the Nashville and Chattanooga Railroad, they are going actively to work. You can boast of as responsible and reliable a body of contractors as can be found upon any road in the world, and all more or less deeply interested in the success of the road. Your subscribers as a mass are quite as reliable, and your prospects have continued to brighten until now there scarcely remains a doubt upon the minds of even your opponents of the successful completion of your road. Your connections are all perfected. The Southern Railroad forms a common junction with you upon the Mobile and Ohio Railroad, and has long since been completed up to and above your South-western terminus. The Chattanooga and Cleveland Railroad is already far advanced towards completion. Your connecting roads then, North, South and West will all doubtless be completed even before you can finish one division of your road. Yours is the last link in a line of railroads, stretching from Boston, via New York city, &c., to Mobile and New Orleans. The Southern Railroads opens up to you a direct communication first the Mississippi Valley at Vicksburg, thence via Shreveport with Texas and the West. From Jackson, a point on the Southern Railroad, a road is completed to New Orleans, so that you will have a railroad connection with this city. From your south-west terminus the Mobile and Ohio Railroad is completed to Mobile, and your connection with this city is complete. A road is chartered from Elyton to Beard's Bluff to connect with roads running through the heart of Tennessee. A road is contemplated and will almost certainly be built from your road in the vicinity of Eutaw or near New Prospect, through Greensborough and Marion to Selma, thereby placing you in direct communication with Montgomery, &c. You have therefore all the connections originally contemplated, either completed or in process of construction. Within the past year all rivalries South and North of you have been quieted, and nothing now remains but to press your own road with all the energy which can be brought to bear upon it.

In May, 1857, thirty-six miles of the Wills Valley portion of the road were let to contractors for about \$170,000, since which time the work of grading has been diligently prosecuted. The route between Tuscaloosa and Elyton has been located at an estimated saving of \$500,000 over the line previously anticipated, and in good proximity to the coal fields and beds of iron on each side. The estimated cost for grading, cross-ties, &c., for the whole line is \$2,620,000. Subscriptions have been made to the amount of \$1,492,550. As the pay for a large part of the contracts was to be half stock, the whole subscription may be considered equal to \$1,992,550—leaving a deficit of \$627,450 to com-

but if all who are interested will rouse themselves with a determination to unite in one common effort to press forward the work, they may thus speedily be made to feel and realize its benefits.

Owing to private engagements, the Chief Engineer, Mr. E. D. Sanford, tendered his resignation to the Board. The road is now under the supervision of two Associate Chief Engineers—Mr. R. E. Rodes, and Mr. James A. Correy. The advertisement of the former, inviting proposals for a contract for bridges, will be found in the JOURNAL.

The Treasurer's and Secretary's Reports show that the total cash receipts

Have amounted to \$112,194 54
Expenditures to Jan. 1, 1858 100,497 78

Balance in Treasury \$11,696 76
Subject to collection this year \$196,210 29

The Examining Committee of stockholders report a similar state of the Treasury, and approve the manner in which the books are kept.

The following officers and Directors were elected at the Annual Meeting:

S. F. HALE, President.

James Hare, R. F. Houston, Sumter; F. Meriwether, James I. Thornton, James Jack, S. McAlpine, S. L. Creswell, Greene; James H. Dearing, A. B. Dearing, Alfred Battle, N. L. Whitfield, Tuscaloosa; and James A. Mudd, Jefferson—Directors.

HENRY A. SNOW, Treasurer.

WM. S. FOSTER, Secretary and Book-keeper.
A. Battle, A. B. Dearing, N. L. Whitfield, Ex. Committee.

CINCINNATI, WILMINGTON & ZANESVILLE R. R.

The annual election for Directors of the Cincinnati, Wilmington and Zanesville Railroad Company was held at Lancaster on the 20th, and resulted in the choice of the following gentlemen:

J. A. Adams, N. Schleigh, D. Talmadge, C. Borland, W. W. Birce, D. McLean, A. E. Strickle, W. C. Fife, W. Delaplaine.

The new Board was organized by the election of C. Borland, President, and Joel Radebaugh, Treasurer and Secretary.

This company, as is well known, is in the hands of E. Gest, as Receiver. The Directors have nothing to do with the management of the road, but an organization must be kept up for the purpose of perpetuating the franchises of the corporation.

The Louisville and Memphis Railroad.
(From the Louisville Journal.)

MEMPHIS, TENN., April 25, 1858.

GENTLEMEN:—Will you allow me a small space in your columns for the purpose of inquiring what your citizens and the people of your State intend doing for the early completion of the railroad through Kentucky to the Tennessee line in this direction. I am satisfied you do not and cannot over estimate its importance to Louisville or to the great West and Southwest.

Perhaps you may inquire what we, of Tennessee, are doing for our end of the line. We have 57 miles running daily from Memphis to Brownsville. From Brownsville to the point where we cross the Mobile and Ohio road is 24 miles, and we shall have the cars running up to that junction (81 miles from Memphis) by the 1st of December next. From that point to Paris (50 miles) every mile is cleared and nearly or quite one-half of the whole work done; so that we may surely count upon having the trains running into Paris by the fall of 1859. That is the end of our road—131 miles to Paris. There the Clarksville company say they will meet us and carry the road on to the Kentucky line. But let us look at the position our company will occupy when we get to the Mobile road, 81 miles from here.

By the 1st of September next the Mobile and Ohio road will be making daily trips from Columbus, Ky., to Jackson, Tenn., 17 miles south of the point where we intersect it. We shall be at that intersection by the 1st of December following. This will put us within one hundred and fifty miles of Columbus. It is 17 miles from Columbus to Cairo by water. We can make the run from Memphis to Columbus in eight hours, and the latter place to Cairo can be made easily in two hours more. That will make the time from Memphis to Cairo ten hours, and that at only a moderate rate of speed.

The time from Cairo to New York is now regularly made in from 48 to 52 hours. This will enable us to assure travelers for the eastern cities, that we can start them from Memphis at five o'clock on (say) Monday morning and place them in New York at eight or ten o'clock on Wednesday, 60 hours. That it will be done, constantly and regularly, I have no more doubt than that we shall get to the Mobile road.

This is ten or twelve hours shorter than the same thing can be done by any other line going from this city or this section. The result must necessarily be that four-fifths of all the travel leaving Memphis for the great north-eastern cities will take that line which will place them in those cities ten hours ahead of any other. But there is another advantage possessed by this route that can be claimed by none other. It throws travelers in the direction of all the great cities of the West and northwest, with many of which our merchants have a continued increasing trade. It puts St. Louis within 18 hours of us, Cincinnati within 25 or 28, and it enables the traveler to go by Chicago, Cleveland, Buffalo or Cincinnati and Cleveland; or Cincinnati, Pittsburg, &c.

An additional interest has lately been given to this line. Our Memphis and New Orleans packet company have recently got the contract for carrying the great river mail from Memphis to New Orleans. This mail is made of the mail matter for New Orleans from all the Ohio valley and the lake region and the Upper Mississippi valley. It all centres here, from different sources and by different boats, to be hence carried to New Orleans.

All that mail matter must pass Cairo. It is about 24 hours coming from Cairo to this place by river. When we make our connection with the Mobile road, do you not see that this same mail matter can be delivered in the packet line at Memphis 12 or 15 hours sooner by our road?

All this will but add to the importance of ours as the quickest time from Memphis to the great Eastern cities.

There is yet another and perhaps a still greater influence controlling the travel and business between Memphis and those cities. Great parallel lines of railway necessarily become great competing

lines, and that competition generally benefits the public at least. I do not mean that competition always does this. You can look upon any map, of the North-Western States especially, and see many roads that never should have been built. They but serve to sap the life of other lines already having nothing to spare, and thus both lines suffer. The business of the particular region could probably sustain one, but competition in such cases damages both, and one or both must go down.

This is not the case, however, in such lines as I shall now allude to. There are four avenues from the Ohio valley and Lake to the four large northern cities.

They are the Baltimore and Ohio, the Pennsylvania Central, the New York and Erie, and the New York Central. They all enter the great West between Lake Erie and the Ohio river, or between Cleveland and Cincinnati. The millions who annually go to the Atlantic seaboard from this granary of the world, all go over one of these lines; and the annual receipts over any one of them are counted by millions of dollars. Each one of them is a competing line against all the others, for each feels that, as time is money, the line which can make the quickest time is the one (other things being equal) that will command most travel and most business.

It is this question of time that has turned many boxes of goods for this place to Charleston instead of to New Orleans, as formerly.

Each of these four lines is deeply interested in turning every traveler from Memphis to New York over our Memphis and Ohio road, and thence by Cairo, for one of them will surely get his money. They all know that no man who goes East by our Memphis and Charleston road pays them a dollar, and they all know that this travel from the South and Southwest to the Northeast is annually increasing.

To secure it, they put up their speed and put down their fare. More than this—they are providing all comfortable appliances for night travel. What is the result? They can and do defy competition, for they distance all competitors. It is 756 miles from Memphis to Charleston. The time is 48 or 50 hours. It is 854 miles from Cincinnati to New York, via New York Central Railroad. The time is 31 or 32 hours. Though it is 100 miles further from Cincinnati to New York than it is from Memphis to Charleston, the time is from 16 to 18 hours shorter. Why is this so? Because there are four great lines competing for this immense business; and you may form some faint idea of its immensity, when it is stated that *three-fourths of all the railroad travel in the Union is on the lines north of a parallel extending from St. Louis to Baltimore*. Now, in all that I have said, do you notice that Louisville is not named? Look at the map, and you will observe that all I have said can and will be done, and Louisville will have no part in it, unless she connects directly with our Memphis and Ohio road. When we get to the Mobile road, 81 miles from here, it will give us all the connections I have spoken of. But the travel all sweeps on 40 or 50 miles north of you, centering at Cincinnati. Are your people content with this? Are they willing to see all the vast volumes of travel and trade between the Ohio valley, the lakes, and the Southwest pass within 50 miles of your city without one more effort to draw it to you? It surely only requires that your people, in town and country, should be awakened to their position. It cannot and will not demand much from any one or from a few, if ALL who are interested in such an enterprise would do a little.

Why not make your city as important to your State commercially as Cincinnati is to Ohio?—Think you the latter would now be what she is but for her sagacity in concentrating within her grasp the many important lines of railway coming from every point of the compass? Why may not the same causes, the same influences bring about like results to Louisville? It is in the direct line from this point to Cincinnati, and if you will do for Kentucky what we are doing for Tennessee, we shall, in two or three years more, be able to make the run between the two cities in 15 hours, and will

find our line the most crowded one south of the Ohio: because there is no other line that can begin to compete with it in distance or time.

My letter is too long now, or I would say a few words about our connection South to New Orleans. It is enough to know, however, that we have but 40 miles unfinished between this and Grenada; that the cars from New Orleans will reach Grenada in eighteen months or less, and that we can then place passengers and the great southern mail in New Orleans in fifteen hours.

I am, very truly,

J. T. TREZEVANT.

Finances of St. Paul.

The assets and liabilities of the city of St. Paul stand thus:—

ASSETS.	
Delinquent taxes for 1857	\$31,435 21
Do. 1853 and 1854	2,361 96
Do. 1855	3,461 10
Do. 1856	8,001 51

\$44,259 78

Street Certificates remaining unpaid in hand of City Treasurer	31,182 55
Amount collected by Treasurer since his annual report	345 90
Balance remaining in hands of City Marshall	233 25
Balance due from First Ward	671 44
Do. Second Ward	9,577 77
Am't due from St. Paul Bridge Company	25,041 00

\$111,311 79

LIABILITIES.	
Outstanding orders of town of St. Paul on interest	\$501 62
Outstanding orders of town of St. Paul not on interest	184 36
City Scrip outstanding	\$25,466
City Orders do.	4,380
Do. do. of last year	645 32

30,491 71

Amount due James Stinson for sale of buildings	35 00
Amount due Board of Education	16,906 25
Amount due Third Ward	5,238 35
City Bonds due	\$53,357 29
Nov. 28, 1871	\$6,000
Do. 1872	6,000
Do. 1873	6,000
Oct. 1, 1875	4,000
Do. 1876	8,000
Feb. 18, 1869	4,076
Do. 1870	4,076
Do. 1871	4,076
Do. 1872	4,076
Do. 1873	4,076
April 1, 1868	25,000

75,380 00

\$128,737 29

Excess of liabilities over assets 17,425 50

These assets do not include the real estate, embracing the City Hall, but simply those items which are due or to become due in money, and will be collected from time to time; the sums owing for delinquent taxes being assessed upon real estate, is, of course, abundantly secured, and is bearing the heavy interest of twenty-five per cent. per annum. The amounts due from the First and Second Wards are amply guaranteed by the ward tax provided for in the charter; the debt due by the St. Paul Bridge Company which accrues by reason of the loan to that Company of the bonds of the city in aid of the construction of the bridge, is carefully provided for in the act of the Legislature authorizing this loan, and secured by a

mortgage on the Bridge, and there is little fear but that the principal and interest upon these bonds will be promptly paid out of the large profits which that enterprise promises to furnish.

Location of the Lake Superior Mines.
Location of Mines.

Companies.	Shares.	Sections.	Towns North.	Range West.
Adventure.....	\$10,000	35 & 36	51	38
Aztec.....	20,000	31	51	37
Copper Falls.....	10,000	14	58	31
Central.....	20,000	23	58	31
Clark, Montreal and Bell.....	8,000	58 & 59	28	
Clinton.....	10,000	17 & 18	49	41
Evergreen Bluff.....	20,000	6	50	38
Flint Steel River.....	20,000	11 & 12	50	39
Fire Steel.....	10,000	22	51	37
Fond du Lac.....	10,000	8	47	31
Fulton.....	20,000	27, 33 & 35	..	
Garden City.....	20,000	20 & 29	58	31
Gogebic.....	20,000	22, 23 & 21	49	42
Huron.....	20,000	2	54	34
Isle Royale.....	12,000	1	54	34
Mass.....	20,000	6	50	38
Minnesota.....	20,000	15	50	29
Merrywether.....	20,000	9 & 10	48	43
Metropolitan.....	20,000	26	49	42
North American.....	10,000	1 & 2	57	32
North-West.....	10,000	15	58	30
North-Western.....	9,000	24	58	31
Norwich.....	20,000	11, 12, 13, 14 & 25	49	41
Nebraska.....	20,000	12	50	39
National.....	10,000	16	50	39
Phoenix Copper.....	10,000	19	58	31
Pittsburg & Boston.....	6,000	32	58	32
Portage.....	20,000	36	54	34
Quincy.....	8,000	26	54	34
Ridge.....	10,000	35	51	38
Rockland.....	20,000	11	50	39
Superior.....	20,000	14	50	39
Toltec Consolidated.....	20,000	25 & 26	50	30
West Minnesota.....	20,000	17, 18 & 19	50	39
Windsor.....	20,000	12	49	41

Southern Pacific Railroad.

The following is from a lengthy article in the New Orleans *Crescent* of May 10th :

Sometime last spring a subscription of stock in this Company was made in this city. The domicil of the Company was established here, and the books ordered to be immediately removed to the place of domicil. With the money raised here, the work went bravely on for a time. The books in the meanwhile were not removed, and the business continued practically to be done in New York, through Stillman, Allen & Co. In August or September they failed, and the Company was suddenly found to be utterly without funds. Unless twenty miles of the road were in running order by the 16th day of February, 1858, the charter was forfeited. To meet the emergency, Mr. Yerger, by authority of the Board of Directors, executed a deed of trust. Money was raised in Texas upon the deed and the charter secured. The debts secured by the deed fell due the 15th of January last. Arrangements were made at a meeting of the Directors, in December last, for raising the necessary amount to pay off the deed, deemed, at the time, sufficient for that purpose. These arrangements have utterly failed.

Circumstances lately occurred which caused the creditors to suspect that they were about to be unfairly dealt with by the Company, or some to whom its management was intrusted. A demand was made for a sale, and the road has been advertised. It is to be sold the first day of June next. Mr. Yerger, as soon as advised of the condition of affairs, repaired to New Orleans and called a meet-

ing of the Directors. Those representing the New Orleans stock refused to meet. He then called a meeting of the stockholders. The ship is about going down; the officers have abandoned their posts; the rudder is unshipped; the chart lost; the compass broken—then let the crew look to the boats and take care of themselves.

The debt, we understand, is about \$250,000, and the road lands, &c., are worth probably \$1,000,000. The creditors, we understand, are disposed to deal upon the most liberal terms with the *bona fide* stockholders. It is with their money that the iron has been bought and much of the road built.

At a meeting of the Kentucky stockholders held in Louisville, on Saturday last, the following among other resolutions were passed:

Resolved, That we call upon the President and Directors of the Southern Pacific Railroad Company to take such prompt and immediate steps as may be necessary to prevent the consummation of the proposed sale and to protect the rights and interests of the stockholders from any sacrifice or detriment.

Resolved, That we regard the execution of the said deed of trust as altogether unnecessary, and we pledge ourselves to resist any proceedings under it, and recommend our co-stockholders in other States to adopt similar action in the premises.

Resolved, That the Editors of all the newspapers in the city be requested to publish these proceedings.

An interesting interchange of information and opinions as to the condition of the Company took place, during which the following facts were accurately ascertained:

The whole amount of the present liabilities of the Company does not exceed \$400,000.

Its assets are—

22 miles of road in running order, worth say \$660,000
Instalments to be received from stock 250,000
Bonds, mortgages, &c. 380,000
Lands already purchased 250,000

\$1,540,000

Upon the completion of three miles more of road, the company will be entitled to 256,000 acres of land, which, estimated at only two dollars per acre, will yield the sum of \$512,000.

A contract has already been made for the construction of fifty miles, making in all seventy miles of road, for which there will have to be paid in cash \$12,600 per mile, and the total cost of which may be safely estimated at not more than \$22,000 per mile. Upon the completion of this contract, the company will be entitled to 460,800 acres more of land, which, at the very low estimate of \$2 per acre, will yield \$921,600.

Upon the completion of this contract, therefore, the company will have seventy miles of the road in running order, and, after the payment of all indebtedness, will have surplus assets, even at this low estimate, amounting to about \$2,000,000.

From the statements made it appears that the deed of trust was executed by the President ostensibly to procure the completion of the first twenty miles of road in order to secure the charter. It was originally intended to cover only about \$40,000 of the debts, but has been covertly made to include all the indebtedness of the Company, but the parties who are understood to be urging a sale under the deed control claims not exceeding \$100,000. It was stated by the President of the Company, in his circular letter of January last, that these debts had been provided for, and it was subsequently reported that the deed of trust was cancelled. It appears, however, that the claims and the deed still exist, and it is presumed to be the object of the parties urging the sale to take advantage of the provisions of the deed by forcing a summary sale without notice to the stockholders or to any of the directors who are not in collusion with them, and, by becoming the purchasers of the road, to secure to themselves the untold wealth to be derived from it.

Railroad Earnings.

The receipts of the Catawissa, Williamsport and Erie Railroad Company, for the month of April, 1858, were \$27,589 86
Due connecting roads 4,500 24

Net receipts, April \$23,089 62
Receipts for March, 1858 \$26,291 31
Due connecting roads 4,341 12

Net receipts, March \$21,950 19

From the reduction of expenses, the net earnings for the first four months of 1858 are greater than 1857.

We present below an official statement, exhibiting the earnings and expenditures of the Pennsylvania railroad from the month of April, and since the 1st of January, compared with the corresponding periods last year. It will be seen that, while the gross earnings have increased some \$24,000 for the five months, the expenses have been reduced \$57,661, making the increased net earnings \$81,709.

Earnings of the Company from all sources, except canal toll for the month end'g the 30th Ap., 1858	Gross Earnings.	Ex-penses.	Net Earnings.
Same m'th last year. 1858, \$549,165.54	\$278,609.20	\$278,556.34	
Increase. \$60,707.22	\$12,472.69	\$48,234.53	
Earn's from all s'res, exc. canal tolls, from Jan. 1, '58, to May 1, 1858. \$1,717,449.63	\$942,469.40	\$774,980.23	
Same period last year. 1,693,401.67	1,000,131.18	693,270.49	
Increase. \$24,047.96	\$81,709.94	
Decrease. \$57,661.78	
The receipts of the Watertown and Rome Railroad Company in April were:—			
1857.	1858.		
Passengers \$12,316 12	\$11,942 59		
Freight 15,343 02	21,398 26		
Mail, etc. 1,571 32	2,702 60		
Total. \$29,230 46	\$36,043 36		
Expenses 18,611 83	21,349 73		
Net. \$10,618 63	\$14,693 63		

The following is a statement of the earnings of the New York Central Railroad, for the month of April, 1858, compared with its earnings for the corresponding month of the previous year:

1858 \$701,916 16
1857 713,988 04

Decrease \$12,071 88

The earnings of the Milwaukee and Horicon Railroad for April, 1858, were—

Freight \$4,628 82
Passengers 4,679 58

Total earnings for the month \$9,308 40

For the month of April, 1857, the earnings were as follows:—

Freight	\$2,517 13
Passengers	3,422 95

Total for month of April, 1857 ... \$5,940 08
Increase April, 1858, over April, 1857 ... \$3,368 32

This is considered an excellent showing, taking into account the general stagnation of business under which the whole country is laboring. This road passes through one of the most productive and growing regions in the West, and the business must continue to increase rapidly. The interest on the Milwaukee City Bonds issued to this Company, was paid on the 15th inst. The affairs of the Company are economically managed in all its departments.

The following is a comparative statement of the earnings of the Philadelphia, Wilmington and Baltimore Railroad Company for the last month:

April, 1857	\$88,646 16
April, 1858	92,890 16

Showing an increase in 1858 of ... \$4,244 00

The following is a statement of the earnings of the Pacific Railroad for April, 1858:

From passengers	\$32,614 32
" freight	29,855 59
" mails	1,302 08

	\$68,772 99
Same month, 1857	66,309 48

Decrease	\$2,536 49
----------------	------------

Gulf and Ship Island Railroad.

Our neighbors of Mississippi, we perceive, are exhibiting a good deal of zeal in mootting the question of a railroad from Mississippi City on the Gulf Coast up into the centre of the State. A meeting recently took place in Jones County to further the object, and a great mass meeting was recommended to be held on the 5th of July next, at Ellisville, to take the subject into further consideration. We are glad that our Mississippi friends are turning their attention to objects of practical utility. They will find it the only sure road to independence. If all the attention bestowed by them in common with the people of other Southern States upon political abstractions—whether in themselves right or wrong, it matters not so far as this matter is concerned—had been given to the subject of internal improvements, railroads, manufactures, agricultural advancement, education, etc., etc., does any man alive suppose that we should now be so far behind the North in numbers, wealth, power and independence?

It is quite time that a different policy should be inaugurated; and there are gratifying indications that this truth is at last taking fast hold of the public mind.

The construction of the railroad above referred to would no doubt be very important to Mississippi. It would tend to develop her resources, especially of the Southern tier of counties, and add much to the wealth of the State, and we heartily wish its friends God speed. We have no fears of any ill effects upon New Orleans by the building up of a town on the Gulf shore of Mississippi. Instead of injuring, it will benefit us. It is a very short-sighted policy which supposes that a man cannot prosper unless his neighbor correspondingly decline. Witness the difference in a country village when to the one little store, a dozen larger ones are added. Activity at once takes the place of stagnation. The business of New York is greatly augmented by the neighboring cities of Philadelphia, Boston, etc. Cities in proximity to each other create business. Hence, we have no small jealousies in regard to any rival port on the Gulf coast. Let our Mississippi friends build their road, the quicker the better; and build up a town on the coast, set machinery and mills of various kinds in motion, and then we will all take hold together and connect New Orleans and that town

by a direct railroad, on which the cars will fly back and forth as often as they now do between New York and Hartford. A dozen Mississippians will then visit us where but one now comes.—*N. O. Bulletin.*

Southern Minnesota Railroad.

Correspondence of the Chicago Daily Press.

LA CROSSE, Wis., April 13, 1858.

The people of Minnesota having ratified the "Five Million Railroad Loan Bill," by a large majority, arrangements are being made for prompt and vigorous action on the part of the managers of the great Southern Minnesota Railroad, which is virtually a western extension of the La Crosse and Milwaukee Railroad. This line lies in the valley of Root River, and commences at La Crescent nearly opposite La Crosse, and continues in a very direct route west through an exceedingly fertile, well settled district. Probably one-half of the Minnesota Loan will be squandered or misappropriated, as a matter of course. The Legislature usually set the example, and the corporations readily follow in their footsteps. Until Lake Michigan shall have been bridged, Chicago, Milwaukee, La Crescent and La Crosse will be the four principal places to be benefited by the construction of this important line of railway, which will unquestionably bring to those towns the tribute of the richest portion of Minnesota.

By means of the Chicago, St. Paul and Fond du Lac Railroad, and the La Crosse and Milwaukee Railroad, and the early construction of the Northern Land Grant Road from St. Paul, connecting with the La Crosse and Milwaukee Railroad in or near Monroe County, Wisconsin, the trade of North-western Wisconsin and Northern Minnesota will be conducted to the Lake Michigan ports. Thus Chicago and Milwaukee will draw from Northern and Southern Minnesota a large traffic that has never yet been developed, but which will soon come into the avenues and channels of commerce. It should be borne in mind that the vast crowd of people who have for years past been pouring into the North-west, and have been "consumers," are now occupying the position of "producers," and the products of the West must be exchanged for Eastern manufactures, and articles of common necessity that are elsewhere raised. From the prairies of Minnesota and the valleys and forests of western Wisconsin will come millions of property annually, that will be exchanged for merchandise from the East or South. By all means should the railroad interests forming that portion of the North-western system of railways that is designed to take to Milwaukee and Chicago, the trade of Wisconsin and Minnesota, attend to the early completion of the St. Paul branch of the La Crosse and Milwaukee railroad, and the Root River or Southern Minnesota Railroad.

There is no design to disparage the importance of the Milwaukee and Mississippi Railroad, for that road answers an excellent purpose in diverting to Lake Michigan ports the trade of Northern Iowa. The La Crosse road, in connection with the Root River Railroad, secures the trade of Southern Minnesota, and an important portion of Western Wisconsin. The St. Paul or Land Grant branch of the La Crosse and Milwaukee Railroad will absorb the northern trade and travel which would otherwise pass up and down the Mississippi.

"Possession is nine points of the law," and in commercial matters the first established avenues or channels of trade are the most likely to be permanent.

At the meeting of the Root River Valley or Southern Minnesota Railroad Company, the following persons were elected Directors:

Selah Chamberlin, Cleveland, Ohio; A. G. Chatfield, Belle Prairie, Minn.; E. H. Goodrich, Milwaukee, Wis.; W. L. Hellfenstein, Philadelphia, Pa.; J. A. Hellfenstein, Milwaukee, Wis.; N. F. Howes, St. Peter, Minn.; Moses Kneeland, Milwaukee, Wis.; B. Pringle, Batavia, N. Y.; H. L. Palmer, Milwaukee, Wis.; N. H. Pratt, La Crescent, Minn.; B. F. Pratt, St. Peter, Minn.; Geo. E. Skinner, Faribault, Minn.; H. H. Sibley, Mendota, Minn.; C. W. Thompson,

son, Hokah, Min.; D. J. Whittemore, La Crescent, Minn.; Henry T. Wells, Minneapolis, Min.; Daniel Wells, Jr., Milwaukee, Wisconsin.

The following gentlemen were elected officers:

DANIEL WELLS, JR., *President.*

B. PRINGLE, *Vice President.*

SELAH CHAMBERLIN, *Treasurer.*

N. H. PRATT, *Secretary.*

H. L. PALMER, *Attorney and Land Commiss'.*

D. J. WHITTEMORE, *Chief Engineer.*

Stanstead, Shefford and Chamby Railway.

We understand that Mr. Foster, the Company's Manager, has just received advices through Messrs. Kenneth, Dowie & Co., of Liverpool, that a contract has been finally closed with an eminent English house for iron rails sufficient to lay the track from St. John's to this place. The iron was purchased in Wales, at the unprecedentedly low rate of £7 2s. 6d. per ton, payable three-fifths cash and two-fifths in bonds of the road. It is to be delivered in three parcels, of 13 miles each—the first of which is now on the way, the second to be delivered next August, and the third in July, 1859. All things being considered, this is unquestionably one of the most favorable contracts for railroad iron ever effected for any road on this continent. It only remains now for the stockholders to place the Company at once in possession of the funds they have subscribed, and there needs be no considerable delay beyond the time specified in the contract for putting the first 40 miles of this road into operation. The plan and site of the bridge at St. John's, regarding which some difficulties had been apprehended, have been formally approved by His Excellency, and the building of that structure will be at once commenced. We understand Mr. Longley will shortly break ground between this place and Granby, so that active operations will be going on this summer along the entire line from this to St. John, and the road to West Farnham will be put running as early in the season as possible. The engineers are now locating the line between Granby and this place.—*Waterloo Advertiser.*

Pacific (Mo.) Railroad—South-west Branch.

At a regular meeting of the Directors of the Pacific Railroad Company yesterday, a contract was closed for the immediate construction of forty-two and a half miles of the South-west Branch of the Pacific Railroad. This road diverges from the Kansas stem at Franklin, forty miles from St. Louis. Another section of the road, (twenty-four miles) to Moseley's, will be completed in October next, and the forty-two and a half miles, now ordered to be pushed with vigor, and terminating at the Maramec Iron Works, will make one hundred and four miles of railroad on the South-west Branch. The monthly estimates for this work are \$70,000, and not a day will be lost in the construction. If our South-western friends have, at any time, supposed that the Directors of the Company were indifferent to the progress of this work, they must now be satisfied of the injustice done to them.

Nothing but the most imperious reasons prevented the early and faithful prosecution of work upon this road. It is believed, now, that no delay will be interposed to its rapid progress; for, with the completion of more than a hundred miles of the road, capitalists will at once see, that with the land grant of eleven hundred thousand acres, the credit of the State to the amount of five millions of dollars is abundantly protected. The State, indeed, has not only the lands—which will ultimately sell for enough to build the road, if they are properly husbanded—but it has a lien upon the road itself, and no creditor can step in so as to effect this lien. The holders of all bonds which may be issued for this road are, therefore, abundantly secured.

At the same meeting, orders were given to put the road under construction from Round Hill—to which point it will soon be finished—to Georgetown, Pettis county, a distance of 26½ miles. This will carry the road into the heart of a rich agricultural country, and ensure for it a large amount of freight and a great number of passengers.—*St. Louis Republican, 20th.*

South Carolina Railroad.

We are again indebted to the management of this road for a glance at their monthly statement for April, 1858.

The increase in freight over the corresponding month of 1857 is gratifying; being in up freight \$2,408 55, and in down freight, \$22,525 47—in all \$25,002 68.

The decrease in down and up passage, amounts to \$8,023, showing a difference in receipts in favor of April, 1858, of \$21,979 68.

In the total income of the road for the first four months in the two years, the difference is in favor of 1857, \$4,773 06. The chief falling off was in up and down passage, and in up freight.

The income for the month of April from all sources amounted to \$141,144 17. The current expenses, damages, &c., amounted to \$66,683 93. The decrease in balance of indebtedness amounts to the large sum of \$62,268 57.

The income for the first four months of 1858, from all sources, was \$555,542 52, during which time the balance of indebtedness was decreased \$201,274 69. The current expenses for that period, including interest and damages, amounted to \$309,645 52, leaving a net income of \$236,622, being over 6 per cent. on the capital stock of the Company.

The difference in the receipts of cotton for the month of April show in favor of April, 1858, 22,480 bales, and the difference in favor of the first four months of 1858 is 43,935 bales.

In the total receipts of all kinds of produce the following is the exhibit:

1857.	1858.
Cotton	127,415 171,350 bales.
Merchandise	4,542 3,427 bales.
Grain	57,635 37,430 bushels.
Flour	27,429 22,057 barrels.
Flour	29,337 47,665 sacks.
Naval stores	3,079 2,311 barrels.
Live stock	4,285 5,515 head.

The whole exhibit is very gratifying, and must be entirely satisfactory to all the stockholders in this well managed important enterprise.—*Columbia Guardian.*

The British Mercantile Marine.

A return has been laid before the British Parliament, showing the number and tonnage of British registered vessels, distinguishing sailing vessels from steamers, and the number of men employed in them, in each year, from 1853 to 1857, embracing vessels registered in the Channel Islands, but not those belonging to Colonial ports, nor river steamers employed in the conveyance of passengers only. The number of sailing vessels increased during the five years, from 17,567 to 18,429, and the amount of their aggregate tonnage from 3,511,827 tons to 3,830,119, but the number of men employed diminished from 151,434 to 125,000. The increase in the steam mercantile navy was much greater. In 1853 the number was 639, having an aggregate tonnage of 218,260 tons, and employing 17,519 men; in 1857 there were 889, whose aggregate tonnage was 381,363 tons, and which gave employment to 24,953 men. The total last year, therefore, was 18,329 vessels, aggregate tonnage, 4,211,482 tons, employing 176,387 men. Of these vessels, 9,676 sailors and 388 steamers were employed solely as home-trading ships; 1,998 sailing vessels and 66 steamers were employed partly as home-traders and partly as foreign-going ships; and 7,655 sailors and 445 steamers solely as foreign-going vessels. The Registrar General of shipping and seamen states that, as regards foreign-going ships, it is possible that the returns may include some which have now ceased to exist, or which are no longer employed as British ships; but such vessels have, whenever it was found possible to ascertain the fact, been struck off, and in no case has any ship been included which has not been reported as a foreign going ship within four years. No home-trade ship is included which has not been reported within one year. The return of men is exclusive of masters; but a small deduction should be made for men who, after being dis-

charged from one ship, join another immediately, the former vessel remaining in port.

New York and Erie Railroad.

A meeting of the stockholders of the New York and Erie Railroad will be held at the Mercantile Library, Astor Place, on Thursday evening, June 3rd, at 7 1/2 o'clock, to hear the semi-annual statement of the business of the road and consult on the financial condition of the Company.

Niagara Falls Suspension Bridge.

At a meeting of the shareholders of the Niagara Falls Suspension Bridge, held on the 3rd inst., in the Great Western Hotel, Clifton, for the purpose of electing Directors for the present year, the following gentlemen were unanimously chosen:—

Hon. William H. Merritt, Thomas Clark Street, Esq., James Cummings, Esq., Peter Carroll, Esq., Richard Woodruff, Esq., Joseph A. Woodruff, Esq., James R. Benson, Esq.

Mississippi Central Railroad.

We learn from the Vicksburg *Whig* that the citizens of Coffeeville have raised a sufficiency of means to complete the Mississippi Central Railroad south to that place.

Finances of Pittsburg.

The City of Pittsburg is in the market for a loan of \$50,000. It is only necessary to say that she has for several years steadily refused to provide for the interest due on bonds already issued in aid of various Railroad Companies.

The Railroad War in Erie--The Track Torn Up.

On Thursday evening, 20th inst., a large and respectable number of the citizens of Harbor Creek convened at the Greenwood School-house, to take into consideration the recent demonstration on the part of the Buffalo and Erie Railroad in fact, but Erie and North-East Railroad ostensibly, to take from the public at large, and use for their own individual purposes, the highway in Harbor Creek, the occupancy of which by the Railroad Company has, at an issue before the Supreme Court, been declared illegal and contrary to the provisions of its charter. After an expression of views on the part of those present, it was unanimously resolved to notify the railroad company that the citizens of Harbor Creek would not relinquish the right to their highways; and that the company must remove the obstructions already placed upon them, and if they refused, the pathmasters of the township were authorized to remove the road already graded from the public roads. It appears, however, that the E. and N. E. R. R. Co.—a corporation of our own State—has been swallowed up by a foreign corporation, over which our State possesses no authority, and who have no feelings of interest in common with our citizens. On Wednesday the Commissioners notified the pathmasters that the obstructions must be removed from the highways forthwith, whereupon a large number of responsible and respectable citizens appeared on the ground, and removed that part of the road obstructing the highway. On the same day, shortly after the road was demolished, the person having charge of the road immediately set to work and commenced rebuilding the road. We are not advised of what action will be taken in the premises, but we are confident that the obstructions will be removed by the citizens of Harbor Creek, as often as laid down by the railroad company. It seems as though the railroad monopolists wish another war—if so, they are pursuing the right course to have their desires gratified.—*Erie (Penn.) Dispatch.*

The track which was removed at Harbor Creek was not the one on which the trains were running. There has been no interruption of travel, and trains still run on the curved track as during the past two years. The rioters only removed a few

rails from the straight track, which was being re-laid.

The East India Railway.

The exigencies of the war in India have interfered with the progress of the great railway enterprises in that country, far less than might have been anticipated. We have a report of the state of the East India road, which runs northwesterly from Calcutta through the valley of the Ganges, and is to extend ultimately nearly the whole length of the country to Lahore, 300 miles beyond Delhi. This report gives an account of the progress of the work to February last. This road has been already of vast service in expediting the operations of the war, and henceforward it will be of still greater utility. Seventy miles of the second track have been laid within the last half year. The number of passengers carried in the last half of the past year was 522,360, and the amount of goods and minerals transported was 70,355 tons. The total receipts of the year were £132,434, in place of £96,100 in the year 1856. The amount of capital received has been £7,661,815, of which £7,028,014 have been expended. The work has been making good progress during the past year between Allahabad and Cawnpore, of which part of the line, 60 miles have been opened for some time, and exertions are making to complete the whole line of 126 miles by June next. In consequence of the events of the mutiny, it is the intention of the government to make a change in the route, in carrying it by way of Meerut, rather than through Delhi, as heretofore intended.

Illinois River Railroad.

In spite of the hard times the work on the Illinois River Railroad has been progressing steadily since its commencement in August last. Up to the first of May \$214,000 have been expended in grading, and fifty miles, the distance between the Junction of the Peoria and Hannibal (Missouri) road near Pekin and Virginia, Cass County, are now about ready for the ties and iron. The company have reliable local subscriptions enough to prepare the road for the iron and the rolling stock, and it will be pushed forward without unnecessary delay to completion.

Mobile and Ohio Railroad.

We are much gratified to learn that the work on the northern end of the Mobile and Ohio Railroad has been resumed and is being forwarded towards this place with as much rapidity as possible. Heretofore the work has been retarded for want of means to carry it on, but sufficient funds have been placed in the hands of Judge Sam. Williams to complete the entire road through to Jackson, Tennessee. The track laying is also being pushed on speedily from Jackson this way. The cars are now running on the road nine miles this side of Jackson. They will probably meet at this place about the last of July or the first of August next. Nothing remains to be done but to lay down iron and the road will be complete. The road is graded, the ties delivered, the bridges built and everything in readiness for the iron. A few months more and we shall have the pleasure of seeing the iron horse and participating in the benefits and conveniences which his advent always affords a community.—*Trenton Standard.*

Dubuque and Pacific Railroad.

Ten miles more of the Dubuque and Pacific (Iowa) Railroad are graded ready for the iron, embracing the distance between Nottingham, the present terminus, and Manchester. The ties are nearly all ready, and a portion of the iron is already on hand. Manchester is forty-seven miles west of the Mississippi. The road will be opened to this point by or before the first of August.

Mississippi Central and Tennessee Railroad.

We learn from the *Jackson Whig* that this road will commence, on next Monday, running trains through on the Mobile and Ohio Railroad track as far as McCony's Mill, ten miles north of Jackson. This road is now doing extremely well, conveying a large amount of freight and way passengers.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,591,829	576,483	107,887	6	71	Brunswick and Florida, Ga.	30	151,887	463,645	6,38,649	In progr.	199,897	—	—	
Anascoac & Kennebec	56	914,162	4,218,318	296,948	321,255	107,887	none	—	Sout. W.-ster	92	1,399,100	441,292	1,716,731	865,214	199,897	8	—	
Kennebec & Portland	72	1,107,526	1,768,738	317,181	321,255	107,887	none	—	Tennessee and Alabama	30	309,754	626,889	55,775	679,906	28,405	—	—	
Portl., Saco, & Portland	51	1,396,400	—	1,360,373	263,717	120,905	6	93	Memphis and Charlest'n	27	2,228,177	3,495,258	5,672,470	642,022	334,604	—	—	
Boston, Concord & Montreal	93	1,809,032	1,104,586	899,313	817,192	85,629	113,077	—	Mobil and Ohio	224	6,784,879	2,066,459	70,701,428	521,382	278,428	—	—	
Cheshire	53	2,085,925	8,242	1,412,576	817,050	125,664	6	48	Misa. Central	188	64,534	none	628,303	In progr.	—	—	—	
Concord	85	1,500,000	—	1,412,576	817,050	125,664	6	48	N.O., Opelousas & G. W.	80	2,800,000	750,000	3,877,528	284,178	127,450	—	—	
Northern, N. H.	82	3,068,400	846,908	8,068,400	418,032	189,430	4	49 1/2	N. O. Jackson & N. N.	130	4,035,014	1,815,610	3,500,000	189,003	—	—	—	
Conan't & Passumps. Riv.	90	1,000,000	100,000	1,784,146	177,588	73,401	none	2	Vicksb., Shrevep., & Tex.	20	851,293	4,447	831,521	In progr.	—	—	—	
Putland & Burlington	117	2,233,378	4,158,369	4,575,399	834,125	77,201	none	—	East Tennessee and Ga.	111	1,192,974	1,738,669	2,703,423	227,363	104,992	—	—	—
W. Central & Vt. & Canada	122	6,350,000	5,228,239	9,720,055	808,328	160,570	none	1	East Tennessee and Vt.	43	626,075	2,728,664	3,208,138	61,342	39,062	—	—	—
Boston and Lowell	26	1,830,000	438,920	2,412,261	435,863	171,322	4	76 1/2	Nash. and Chattanooga	159	2,263,905	1,632,779	3,596,703	641,552	219,26	—	—	—
Boston and Maine	74	4,076,974	60,000	4,223,281	849,560	357,477	6	98 1/2	Covington & Lexington	98	1,384,850	3,065,917	4,691,604	426,408	220,906	—	—	—
Boston and N. Y. Central	74	2,240,300	1,673,589	3,691,244	245,194	120,570	none	—	Lexington and Frankfort	29	430,055	156,879	658,256	95,807	46,71 1/2	—	—	—
Boston and Providence	43	1,810,000	239,720	3,534,458	584,176	245,194	6	90	Lexington and Danvile	13	694,444	71,000	765,500	In progr.	—	—	—	—
Boston and Worcester	44	4,500,000	599,974	4,843,779	1,019,149	388,513	6	95 1/2	Louisville and Frankfort	65	698,236	669,061	1,589,566	243,055	110,440	—	—	—
Cape Cod	47	631,690	291,007	1,031,625	122,960	39,899	none	—	Atlantic & Gt. Western	254	866,939	77,294	613,231	In progr.	—	—	—	—
Connecticut River	50	1,591,110	275,772	1,801,244	267,710	65,096	3	42	Bellefontaine and Ind.	118	1,881,614	1,247,500	2,939,85	396,950	171,257	none	—	—
Eastern, Mass.	60	2,583,400	2,674,136	4,587,436	717,869	321,943	—	—	Clev., Col., and Cincin.	141	4,746,242	1,704,040	1,479,41	511,740	93	—	—	—
Fitchburg	67	3,540,000	100,000	3,872,821	668,974	250,833	—	94	Cleveland and Toledo	200	2,675,42	3,739,207	6,697,920	736,272	396,986	10	41 1/2	—
N. Bedford and Taunton	21	500,000	none	541,580	168,925	27,827	6	—	Clev. and Mahoning	65	628,533	In progr.	—	—	—	—	—	—
Old Col'y and Fall River	77	8,015,100	260,100	3,362,949	683,357	205,140	6	98	Clev. and Pittsburgh	133	2,780,744	3,043,992	5,537,466	681,877	309,518	10	—	—
Vermont and Mass.	66	2,222,541	1,019,148	2,819,968	240,133	52,267	none	6 1/2	Clev., P. & Ashtabula	95	3,000,000	1,495,548	3,955,230	1,241,538	581,454	15	—	—
Western, Mass.	155	5,180,000	5,839,090	10,495,905	1,117,928	898,763	7 1/2	103 1/2	Cin., Ham'l'l & Dayton	60	2,158,800	1,526,092	3,130,318	487,422	260,763	35	—	—
Worcester and Nashua	46	1,141,000	205,565	1,351,271	216,888	82,720	4	44	Cin., Wilm. & Zanes'v	131	1,761,749	2,587,432	5,320,271	221,792	—	—	—	—
Prov'ce and Worcester	43	1,510,020	300,000	1,781,048	344,773	155,044	7	85	Columbus and Xenia	55	1,490,450	149,000	1,582,476	242,658	181,688	10	—	—
Hartford and N. Haven	72	2,386,000	944,000	3,24,81	769,065	372,807	10	118	Dayton, Xen., & Belpre	63	437,888	422,658	In progr.	—	—	—	—	—
Hart'l., Prov. and Fishkill	122	1,941,340	2,375,274	4,202,516	367,895	166,162	none	—	Dayton and Michigan	140	1,076,602	383,011	1,185,826	In progr.	—	—	—	—
Houstonian	74	2,000,000	423,685	2,438,47	318,475	109,344	—	—	Dayton and Western	35	310,000	700,481	1,035,173	125,940	65,263	—	—	—
Saugatuck	57	1,031,800	524,244	1,580,723	231,436	114,237	—	—	Eaton and Hamilton	42	454,690	904,489	1,155,136	171,929	65,000	—	—	—
N. York and N. Haven	62	2,980,8 9	1,813,537	5,170,915	1,007,66	449,538	8	84 1/2	Little Miami	65	2,981,282	1,266,000	3,925,15	681,877	309,518	10	—	—
N. Haven and N. London	50	738,258	761,462	1,450,318	88,007	30,318	none	—	Mad River and L. Erie	205	2,697,090	3,368,006	6,065,090	804,424	363,376	75	—	—
N. London, W. & Palmer	66	510,500	1,052,000	1,603,230	120,571	51,544	none	—	Central Ohio	138	1,826,85	519,187	421,908	712,213	134,371	none	—	—
Norwich and Worcester	66	2,122,300	903,519	2,598,671	323,715	96,921	—	—	Pittsb. Ft. Wayne & Chicago	385	5,994,144	7,344,827	11,718,511	1,111,626	662,117	9	21	—
Albany Northern	32	439,005	1,625,098	1,840,695	117,716	9,904	—	—	Sandy, Mansf. & Newk'v	127	1,350,000	2,206,357	3,552,857	328,958	144,479	none	—	—
Black River and Utica	35	643,330	317,654	974,323	In progr.	—	—	—	Scioto & Hocking Valley	56	403,975	605,050	888,858	In progr.	—	—	—	—
Buffalo, Corn. and N. Y.	92	2,587,849	3,575,849	8,401,888	288,392	81,896	—	—	Springt. Mt. Vernon & P.	113	1,000,000	960,000	—	—	—	—	—	—
Buffalo and St. Line	69	1,300,000	1,040,000	2,494,364	679,750	355,763	10	—	Tol., Wabash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently opened.	—	—	—	—
Canandaigua and Elmira	47	434,111	922,393	1,275,796	174,089	69,506	—	—	Cin., Log., and Chicago	255	4,196,079	1,006,125	2,080,433	In progr.	—	—	—	—
Canandaigua & Niagara F's	93	3,135,000	227,854	8,495,832	500,689	174,088	—	—	Evansv' & Crawfordsv.	109	986,061	1,270,572	2,158,713	249,868	124,140	—	—	—
Gayuga & Susquehanna	144	875,000	1,250,362	1,737,889	902,628	683,380	—	—	Ind. and Cincinnati	88	1,686,809	1,564,584	8,029,989	491,743	246,622	7	—	—
Hudson River	144	3,765,466	668,991	2,819,968	172,476	66,333	none	—	Indiana Central	66	612,328	2,161,279	1,906,911	3,818,215	204,685	—	—	—
Long Island	95	1,875,148	668,991	2,565,986	325,562	138,941	none	—	Ind., Clev., & Pittsb.	83	826,825	1,001,900	1,912,402	296,845	136,658	—	—	—
New York Central	62	24,186,661	1,607,510	30,615,815	3,027,251	3,573,738	8	84 1/2	Jeffersonville	66	1,014,252	694,000	—	206,544	94,318	none	—	—
New York and Erie	46	11,000,000	28,051,468	34,489,324	5742,607	1,454,032	none	21 1/2	Madison and Indianapolis	87	1,647,700	1,336,816	1,205,000	260,214	118,628	—	—	—
New York and Harlem	15	6,717,100	4,822,498	8,758,203	1,040,393	824,891	none	11 1/2	New Albany and Salem	288	2,535,121	521,845	645,827	871,402	none	—	—	—
Northern, N. Y.	118	1,633,022	4,406,874	5,470,714	520,163	135,754	1	—	Peru and Indianapolis	73	—	868,314	—	150,000	90,000	—	—	—
Oswego and Syracuse	35	303,180	212,025	2,750,225	752,033	525,450	—	—	Terre Haute, Alt. & St. Louis	182	5,248,000	1,734,318	6,028,272	866,196	250,039	75	—	—
Potsdam and Watertown	29	610,000	140,000	896,423	241,149	82,600	7	—	Chicago, Bur. and Quincy	146	2,911,810	3,681,590	4,042,370	1,882,219	968,83	20	—	—
Rensselaer & Saratoga	48	500,000	395,600	719,009	71,909	21,089	none	—	Chic., St. Paul & F'd du Lac	178	2,300,000	1,325,000	3,625,000	In progr.	—	—	—	—
Saratoga and Whitehall	80	768,369	1,578,804	2,272,777	159,484	22,503	none	—	Galena and Chicago	259	6,023,800	8,899,015	9,396,455	2,815,786	1,192,042	23	89	—
Troy and Boston	27	437,830	737,079	1,109,322	156,583	55,184	—	—	Illinois Central	704	6,565,488	20,31,71	25,437,869	298,956	665,972	87 1/2	—	—
Watertown and Rome	97																	

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are ex- -interest.)		Amount of Loan.	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Dues.	Offered.	Acked.
Alabama and Tennessee River		\$338,000	1st mortgage, convertible	7	1st Jan.	N. Y.	1872	85	
Buffalo and State Line		500,000	Do, convertible	7	1st April, Oct.	"	1866	89	95
Bellefontaine and Indiana		600,000	Do, convertible	7	1st Jan'y, July	"	1866	85	
Do. do		200,000	Real estate, convertible	7	1st Jan'y, July	"	1858	—	—
Central Ohio		200,000	Income, guar. Cl. Col. & Cin.	7	1st Feb'y, August	"	1859	63	70
Do.		1,250,000	1st mort. conv. east. sec.	7	1st Divers	"	1861-64	63	70
Cincinnati, Hamilton, and Dayton		800,000	2d do. convertible	7	1st March, Sept.	"	1865	54	55
Do. do		500,000	1st mortgage convertible	7	1st 20. Jan. 20. July	"	1867	—	85
Cincinnati and Marietta		465,000	2d do. do	7	1st May, Novemb.	"	1880	—	75
Cincinnati, Wilmington, and Zanesville		2,500,000	1st mortgage, conv. till 1862	7	1st Jan'y, July	"	1868	—	—
Cleveland, Painesville, and Ashtabula		1,300,000	Do, convertible	7	1st May, Novemb.	"	1882	—	—
Cleveland and Pittsburgh		567,000	Do, convertible	7	1st Feb'y, August	"	1861	90	95
Do. do		800,000	Do, convertible	7	1st Feb'y, August	"	1860	60	75
Cleveland and Toledo		1,200,000	Do, on Branches	7	1st March, Sept.	"	1873	—	—
Chicago and Mississippi		525,000	Do, convertible	7	1st Feb'y, August	"	1863	80	85
Do. do		800,000	Do, conv. till 1857	7	1st April, October	"	1862-72	—	65
Covington and Lexington		1,200,000	Do, convertible	7	1st April, October	"	1862-72	—	65
Do. do		400,000	Do, do	7	1st April, October	"	1867	62%	70
Delaware, Lackawanna, and Western		1,000,000	2d mortgage, convertible	7	1st March, Sept.	"	1883	—	65
Florida Freeland		1,500,000	1st mortgage, do	7	1st April, October	"	1875	67	71
Fort Wayne and Chicago		1,500,000	Do, not convertible	7	1st March, Sept.	"	1891	—	80
Galena and Chicago		1,250,000	Do, conv. till 1863	7	1st Jan'y, July	"	1873	—	72%
Do. do		2,000,000	Do, convertible	7	1st Feb'y, August	"	1863	96	97
Great Western (Illinois)		2,000,000	2d mortgage, do	7	1st May, Novemb.	"	1875	87	88
Green Bay, Milwaukee, and Chicago		1,000,000	1st mortgage, do	7	1st 10. April, October	"	1868	—	—
Jeffersonville		400,000	Do, convertible	7	1st April, October	"	1863	87%	93
Indiana Central		300,000	Do, 2d sec. inconv.	7	1st April, October	"	1873	—	—
Indianapolis and Bellefontaine		600,000	Do, convertible	7	1st May, Novemb.	"	1866	—	85
Indianap. & Cin'ti (for Lawb. & U. M.)		450,000	Do, do	7	1st Jan'y, July	"	1866	—	80
La Crosse and Milwaukee		500,000	Do, conv. till 1857	7	1st March, Sept.	"	1866	70	80
Lake Erie, Wabash, and St. Louis		950,000	1st mort. 1st sec. conv. till 1864	7	1st May, Novemb.	"	1874	—	80
Little Miami		3,400,000	1st mortgage, conv. till 1859	7	1st Feb'y, August	"	1865	60	61%
Michigan Central		1,500,000	Do, inconvert.	7	1st 6. May, 2. Nov.	"	1883	75	—
Do.		1,000,000	No mortgage, convertible	7	1st April, October	"	1860	96%	97%
Milwaukee and Mississippi		600,000	Do, do	7	1st March, Sept.	"	1869	96%	97%
Do. do		600,000	1st mort. 1st sec. conv. till 1857	7	1st Jan'y, July	"	1862	80	85
Do. do		650,000	Do, 2d do	7	1st April, October	"	1863	82%	—
New Albany and Salem		1,250,000	Do, 3d do	7	1st June, Decemb.	"	1877	77	78
Do. do		500,000	Do, 1st section	7	1st April, October	"	1858-62	—	—
Northern Cross		2,325,000	Do, oth. sec. conv. till 1858	7	1st May, Novemb.	"	1864-75	—	90
Ohio and Indiana		1,200,000	1st mortgage, convertible	7	1st Jan'y, July	"	1873	—	—
Ohio and Pennsylvania		1,000,000	Do, do	7	1st Feb'y, August	"	1867	85	—
Do. do		1,750,000	Do, do	7	1st Jan'y, July	"	1865-66	70	—
Pennsylvania (Central)		2,000,000	Income, convertible	7	1st April, October	"	1872	—	—
Racine and Mississippi		5,000,000	1st mortgage, conv. till 1860	7	1st Jan'y, July	"	1880	96%	98
Scioto and Hocking Valley		680,000	Do, conv. sink'g f'd	7	1st Feb'y, August	"	1875	75	—
Steubenville and Indiana		300,000	1st sec. conv.	7	1st May, Novemb.	"	1861	—	—
Terra Haute and Indianapolis		1,500,000	Do, convertible	7	1st Jan'y, July	"	1865	—	—
Do.		600,000	Do, do	7	1st March, Sept.	"	1866	—	—

NAMES OF COMPANIES. (The following quotations include the accrued interest.)		Amount of Loan	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Due.	Offered	Asked
Baltimore and Ohio.	1,128,500	Mortgage.	6	Jan'y, July	Balt.	1875	82	84	
Chicago and Rock Island.	2,000,000	1st mortgage, conv. till 1888	7	10.Jan. 10.July	N.Y.	1870	96 1/2	97	
Erie Railroad	3,000,000	1st mortgage.	7	May, Novemb.	"	1867	—	99	
Do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1859	92	92 1/2	
Do.	6,000,000	3d mortgage	7	March, Sept.	"	1883	77 1/2	79	
Do.	6,000,000	4th mortgage, not convertible	7	April, October	"	1880	65	63	
Do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August.	"	1875	45	46	
Do.	4,351,000	Convertible, Inscription.	7	Feb'y, August.	"	1871	41	42	
Do.	3,500,000	Convertible	7	Jan'y, July	"	1862	4 1/2	42	
Hudson River.	4,000,000	1st mortgage, Inscription	7	Feb'y, August.	"	1869-70	100 1/2	102	
Do.	2,000,000	2d do. do.	7	16.June, 16.Dec.	"	1860	93	93 1/2	
Do.	8,000,000	3d do. convertible	7	May, Novemb.	"	1870	66 1/2	67	
Illinois Central.	17,000,000	Mortgage, convertible	7	April, October.	"	1875	88 1/2	88	
(Free Land).	3,000,000	M'g 345,000 acres-prv. 7 shar's	7	March, Sept.	"	1860	86 1/2	87	
Michigan Southern.	1,000,000	1st mortgage, convertible	7	May, Novemb.	"	1860	83	90	
New York and Harlem.	1,800,000	Do. do.	7	May, Novemb.	"	1861-72	81	82	
New York and New Haven.	750,000	No mortgage, do.	7	June, Decemb.	"	1855'60	90	91	
New Haven and Hartford.	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1873	90	94	
Northern Indiana.	1,000,000	Do. do.	7	Feb'y, August.	"	1861	83	90	
Do. Goshen Branch.	1,500,000	Do. do.	7	Feb'y, August.	"	1868	68	69	
New York Central.	8,287,000	No mortgage, do.	6	May, Novemb.	"	1883	88 1/2	89	
Do. do.	3,000,000	No m'g conv. from June 57-59	7	15.June, 15.Dec.	"	1864	103	103 1/2	
Panama, 1st issue.	900,000	Convertible till 1856	7	Jan'y, July	"	1866	100	100	
Do. 2d do.	1,478,000	Do. till 1858	7	Jan'y, July	"	1866	90	91	
Reading, issued 1844, '48, '49.	1,573,000	Mortgage, convertible	6	Jan'y, July	Phila.	1860	—	—	
Do. do.	1,300,000	Do. convertible	6	Jan'y, July	"	1870	75	76	
	3,469,000	Do. convertible	6	April, October	"	1886	66	68	

Extract from De Coppel & Co.'s Money Circular for the European Steamer of the 26th May.

[TRANSLATED.]

NEW YORK, Tuesday, May 25, 1858.

NEW YORK, Tuesday, May 25, 1860.

A marked fall in the speculative shares has been the feature of the week on the Stock Exchange. This decline is not owing to any change in the Money Market, or to any other palpable cause, unless it be the feeling of uneasiness created by the late arbitrary searches to which American merchant vessels have been subjected by English cruisers in the Gulf of Mexico in search of slavers. Government having immediately dispatched armed vessels to protect American commerce against these vexations, alarmists seem to fear that disagreeable consequences may ensue. Prices of State Stocks and other solid securities have, however, varied but little, and at the close the whole market is firm. Railroad receipts in general, throughout the whole country, are quite up to estimates made since the beginning of the year, while the operative expenses are relatively less than those of last year. Our monthly table gives the April receipts on the most important lines. It will be seen that on a few roads there has been an increase. State Stocks—There have been large transactions in Missouri 6 per cents, with a decline of 1 per cent.; Tennessee 6s have declined $\frac{3}{4}$; Virginia 6s, $\frac{1}{2}$; and California 7s, $2\frac{1}{2}$ per cent. Indiana 5s, after touching 90, have fallen again to 88, the price of last week. Ohio 6s and New York 6s are well sustained. City and County Bonds—Some St. Louis City 6s, Brooklyn 6s, Memphis 6s, guaranteed by State of Tennessee, Louisville 6s, and San Francisco 10s, have been done, all at a slight improvement in price. Railroad Bonds—Illinois Central Constructions have fallen $\frac{1}{2}$; Erie 7s, of 1875, $1\frac{1}{2}$; and New York Central 7s, 1 per cent. La Crosse and Milwaukee Land Grants have been very active and close at 1 per cent. advance. Otherwise, prices have not varied. In Railroad Shares there is a decided decline. New York Central, Reading, Hudson River, and Chicago and Rock Island have been the most active. Money continues a drug. Short loans 4 $\frac{1}{2}$ per cent. We name paper 4 $\frac{1}{2}$ per cent., according to length. European Exchange is more abundant, and has declined, the demand not having been active. The principal business on London, 109 $\frac{1}{4}$ to 109 $\frac{3}{4}$; on Paris, 5.13 $\frac{3}{4}$ to 5.15.

DE COPPET & CO

**Extract from Marie & Kanz's Money Circular
for the European Steamer of May 26th.**

[TRANSLATED.]

NEW YORK, Tuesday, May 25, 1858.

Our last advices were to the 17th inst. The posture of affairs in the Gulf of Mexico, growing out of the visits to American ships made by British cruisers, and the unanimous sentiment of the country as to the necessity of putting a stop to these proceedings at any cost, in connection with the stagnation felt in every department of trade, have occasioned a marked depression in most descriptions of our stocks. But the amount of business transacted continues in a very limited state. The money market remains without change, the 5 per cent. Treasury Notes being quoted at $1\frac{1}{2}a\frac{3}{4}$ per cent. premium, and loans on call being made currently at 4, and frequently at 3 per cent. There is a prospect of authority being granted by Congress to the Secretary of the Treasury to effect a loan of \$15,000,000, redeemable after the 1st January, 1874, at a rate not exceeding 5 per cent. per annum, the loan to be contracted at such time as the Secretary may deem necessary. Our last advices from Europe are to the 12th inst., per "City of Washington," received on the 23d. Orders for American Stocks on foreign account continue to be very insignificant. State Stocks lower and very dull. Missouris have declined 1 per cent.; Tennessee, $\frac{5}{8}$; Virginia, $\frac{1}{2}$; California, (old) $2\frac{1}{2}$; do. (new) 1; Ohio, 1860, sales at $101\frac{1}{8}a102\frac{3}{4}$; do., 1875, at $105\frac{1}{2}$. City and County Bonds. There has been somewhat more activity in this class of securities than for some weeks past, and

prices are firmly sustained. We note sales of St. Louis City 6s, (Municipal Loan,) and St. Louis County 6s and 7s, at former rates; Chicago 6s, (Water Loan) at 85; San Francisco 10s, at an advance of $2\frac{1}{2}$ per cent.; Louisville 6s at 67, and Memphis City guaranteed by the State of Tennessee at 1 per cent. advance. Railroad Bonds—Weak, with very moderate sales. Erie 3d mortgages sold at $79\frac{1}{2}$; do. 4th mortgages at 68; do. 2d mortgages at $92\frac{3}{4}$; do. 1871, at $41\frac{1}{2}$; New York Central 6s $\frac{1}{4}$ per cent. lower; do. 7s, 1864, sales at $103\frac{1}{2}$; Illinois Central Construction Bonds 1 per cent. lower; Michigan Central 1st mortgages without change; Michigan Southern Sinking Fund $67\frac{3}{4}$; Goshen Branch $65\frac{1}{2}$; Reading, 1886, at 68; Galena and Chicago 1st mortgage, at 98, and 2d mortgages, at $89\frac{1}{2}$; Terre Haute and Alton 2d mortgages at 46, and Milwaukee and Mississippi 2d mortgages at 74.—Railroad Shares—We notice a general decline, without activity, except in New York Central, the sales of which for the week add up about 15,000 shares. Erie has declined $3\frac{3}{4}$ per cent.; Reading $3\frac{1}{2}$; New York Central, $4\frac{1}{2}$; Panama, $2\frac{3}{8}$; Michigan Central, 3; Michigan Southern, $2\frac{5}{8}$; do. Preferred, $4\frac{1}{2}$; Illinois Central, 4; Cleveland and Toledo, $3\frac{1}{4}$; Chicago and Rock Island, 4; Galena and Chicago, $1\frac{1}{2}$; Milwaukee and Mississippi, $1\frac{1}{2}$; Hudson River, 3; Cleveland, Columbus and Cincinnati, a small sale at $93\frac{1}{2}$; and Chicago, Burlington and Quincy, at 75. Money without notable change. Loans on call 3a5. First-class paper, $3\frac{1}{2}$; names less current, 6a7; Treasury Notes $4\frac{1}{2}$ per cent., 100a100 $\frac{1}{2}$. Business moderate; rates steady. London chief sales at $109\frac{1}{2}$; Paris, 5.15a5.12 $\frac{1}{2}$.

MARIE & KANZ.

Finances of Allegheny County, Pa.

From the annual statement of the county auditors for the year, 1857, it appears that the total receipts for that year were \$226,798 38, and the expenditures \$225,870 70. The amount due by the county is set down at \$204,786 56, while the assets are estimated at \$264,745 49, leaving a surplus of \$59,958 93.

The statement of the credits or assets of the county, is in part predicated by an eight mill tax, levied and assessed, and authorized to be collected for 1857, by the County Commissioners, amounting to \$215,832 74, which was subsequently reduced to a four mill tax, or one half of the original amount; thereby making the sum of \$107,916 58 unavailable; to which may be added the sum of \$10,791 63 for collectors, exonerations and commissions upon the other half, at the rate of ten per cent., which makes \$118,708. To this amount may be safely added the further sum of \$4,000 of the outstanding taxes for 1856 and previous years, which we believe never can nor will be collected, making the sum of \$122,708, which may be set down as wholly and forever unavailable.

In the same statement, there is a charge to the Pittsburg and Steubenville Railroad of \$60,745 33; and to the Allegheny Valley Railroad \$47,066 69, making together the sum of \$107,812 07, which is not at present available. To this sum may be added \$7,110 20 charged to J. V. Rowland, which is in litigation, and therefore not at present available, making the sum of \$114,922 27. If we add to this the afore-mentioned sum of \$122,708, we have a total of \$237,630 27 of unavailable assets. Deduct the last-mentioned sum from \$264,745 49, the total amount of credits or assets of the county, and we have the sum of \$27,115 22 remaining, which would appear to be the whole available assets of the county on the 2d day of January, 1858, and showing an actual deficit on that day of \$177,671 34.

AMERICAN RAILROAD JOURNAL, (including map), \$5 per annum.

ADVERTISING per line per annum, \$1.50.

RAILROAD MAP OF THE UNITED STATES, AND CANADAS, showing all the RAILROADS, in operation, progress and projected. Price, on Rollers, \$3; Pocket edition, by mail, pre-paid, \$1. Over 420 distinct lines, comprising more than 26,000 miles of completed road, upwards of 1,500 miles in progress and 12,000 in contemplation, are laid down upon it—making a total of nearly 40,000 miles of Railroad in operation, progress or projected in the United States. These lines are distinctly and correctly laid down. It is also a County Map, showing the Counties, as well as the States, through which each road passes. Every city or town of any considerable importance, upon the line of each road is also given, thus making it useful to the traveler, as well as the engineer and financier. A copy of the Pocket edition of this map we are now sending free of postage, to each of our subscribers, upon receipt of remittances from them in payment of their subscriptions up to, and including, the year 1858.

JOHNSON'S ROUTES TO THE PACIFIC, with maps, \$1.

ENGINEER'S FIELD BOOK.—By C. S. CROSS, C. E., (free by mail,) \$1. (See Advertisement.)

LYON'S TABLE'S, for finding the cubical contents of excavation and embankment for Railroads, Turnpike Roads and Canals, calculated for bases from 1 to 50 feet, and for every variety of ground and side slopes.—By M. E. LYON, C. E. Price, in separate sheets, 25c. each; or the whole (24 sheets) handsomely bound in cloth for \$7.50. (See Advertisement.)

Please address JNO. H. SCHULTZ & CO., AMERICAN RAILROAD JOURNAL, Office, 9 Spruce st., New York.

* Our European subscribers will be supplied with the Map, upon remitting to our Agents, Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard street, London—who also have them for sale.

American Railroad Journal.

Saturday, May 29, 1858.

Southern Pacific Railroad.

About a year since, the Directors of the Southern Pacific Railroad issued a voluminous report, laying before the public their whole scheme for building a railroad to the Pacific Ocean, by means of small individual subscriptions, and munificent grants of land and of State aid. Some millions of acres of the best land in Texas, and thousands of dollars were to come into their possession. To insure fidelity and oversight on the part of the Directors of the Company, its office was removed from New York to New Orleans, and the whole control of affairs given up to Southern capitalists, who were supposed to have a more immediate interest in the building of the road than those residing here.

We do not know what has shaken the confidence so eagerly professed in the ability of this new organization successfully to carry out the scheme they undertook.

There has been no change in the laws of Texas, except to extend the time required for the construction of their road. The land grant still remains in all its original force. But within the last month, the Southern papers have been filled with rumors and reports of all kinds, touching the manner in which the Directors have performed their duties. The only definite statement we have gathered from these reports is that the Company has made an assignment, for the second time within three months, the entire fault of which is thrown upon New York parties. But as the office was removed from here a year ago, and located at New Orleans, it is difficult to see how the fault can be laid at their door,

The least that can be done, under such circumstances, is to give a full and complete report of the exact condition of this Company's affairs. Let the public have light. Let the President, Mr. Yerger, who, we learn, is a gentleman of much respectability and influence throughout the South, give us the whole story. He says he would not have accepted the office "if the road had not been placed under Southern control and direction." Let him explain how it is, then, that the misfortunes of the Company are still laid at the door of parties in New York. A much less lengthy report than that issued a year ago, announcing the change in its plans and policy, will suffice to give us the entire history of the whole affair, and show us whether it is still worthy of confidence.

Bribery in Wisconsin.

Notwithstanding the wholesale corruption brought to light by the Land Grant Investigating Committee of the Wisconsin Legislature, that body adjourned without passing any law to secure the punishment of the bribers, or to prevent a repetition of the crime. For all that the Legislature, or public opinion, as indicated by its action, have done, the same scene might be again enacted, with the same result. Swindles, by the side of which those of Redpath, Schuyler and Hudson are insignificant, may be committed there with impunity, and the perpetrators may even testify to their own complicity in them, without fear of punishment.

The tendency of this neglect of the Legislature to perform an obvious duty will prove disastrous not only to the credit of the State, but of all its railroad companies. Let the confidence of the public in the ability and disposition of a State to compel the fulfillment of contracts, and to punish their breach, be once shaken, and a long time must elapse before that confidence is restored. Wisconsin is one of the most flourishing States in the Union. Its growth has been almost unexampled. It has a system of public works in operation and progress, which would do credit to an older, richer, and more populous community. All these are in danger of being brought into dispute through the license given to a gang of swindlers who unfortunately obtained possession of one of its leading railroads, to debauch public sentiment and cheat innocent men with impunity. It would be better if the La Crosse Road had never been originated, than that, through its corrupt instrumentality, the reputation of the State should be destroyed.

What renders this conduct of the Wisconsin Legislature still more unaccountable, is the fact that they passed a "stay law," postponing the foreclosure of mortgages for a year, thus interposing directly to prevent the execution of contracts between individuals, as they have done indirectly to allow bribery and corruption to go unpunished.

Doubtless most people in Wisconsin are as ready to fulfil their contracts as any other people; but they have fallen into bad company, and must take the consequences. If, in their attempts to extricate themselves, they have taken some steps which deserve reprobation, their only course is to rid themselves of the obnoxious characters who infest their railroads, as speedily as possible, and devote themselves earnestly to restoring the impaired credit of their State.

American Bank Note Company.

It will be seen, by an advertisement in the JOURNAL, that all the firms engaged in the business of Bank Note Engraving in the United States have formed a company, for the purpose of greater security, and with the advantage of greater skill and experience than any one firm could embody. The business of Bank Note Engraving has become one of great responsibility, in consequence of the ease with which, by photographic process, all kinds of ordinary engraving can be counterfeited without the possibility of detection. In the Bank of England, all the notes are engraved, numbered, and registered in the Bank itself, and no note is ever issued a second time. In this way, and by various skilful appliances in the process of engraving and paper making, comparative freedom from imitation and counterfeiting is secured. In this country, on the contrary, every Bank has a design of its own, and there is no means, by which to prevent the country being flooded with photographic facsimiles of bills of half the Banks. This new Association will afford a valuable preventive against this crime. The union of the skill and experience of the individual firms will also be of essential service in rendering the work emanating from this Company as perfect as possible. Railroad Companies who desire anything in the line of such engraving will do well to address their orders to this Company.

Great Southern Mail Route.

We learn by telegraph from Washington that the Postmaster-General has given an order to convey the great Southern Mail, leaving New York in the morning, over the central route diverging from the seaboard route at Richmond, thence *via* the Virginia and Tennessee Road, through Knoxville and Dalton, Georgia, to the grand Junction 50 miles east of Memphis, and thence by the Mississippi Central Railroad *via* Jackson to New Orleans. This service commences about the 1st of July, and continues to the 30th of June, 1859. The time from New York to New Orleans is to be four days and seventeen hours—the compensation \$200 per mile, and the distance 1,285 miles. After the 1st of July, 1859, both the Great Southern mails, leaving New York in the morning and evening, will be in connection with this central route, as double extra service has been ordered to commence at that time, in view of the completion of the Orange and Alexandria Railroad to Lynchburg. This, it is confidently believed, will shorten the time from New York to New Orleans to 3 days and 12 hours. The compensation for this double-daily service is to be \$300 per mile. Full through arrangements have also been completed for passengers at \$48. It is understood that arrangements have also been perfected by the Department, in connection with the above, for a semi-monthly mail from New Orleans *via* Tehuantepec and Acapulco, and thence by the Pacific mail steamers to San Francisco, which, it is believed, will shorten the present time 10 days, from New York to California.

The completion of the East Tennessee and Virginia Railroad leaves only the short link wanting from Oxford to Caston, in Mississippi, to form a continuous railroad line from Bangor to New Orleans. When this link is completed, all the passenger traffic of the lower Mississippi will pass over the Mississippi Central, and the New Orleans and Jackson Railroads to New Orleans. The order

of the Postmaster-General that the mails should take this route is but a foreshadowing of the entire course of travel and traffic so soon as the vacant railroad link is supplied.

Pittsburg, Fort Wayne and Chicago R. R.

The Pittsburg Post says that the remaining portion of this road, between Plymouth and Chicago, 85 miles in length, is to be completed during the present season. J. Edgar Thomson, Esq., to whom, as their chief engineer, the business has been entrusted by the Directors of this Company, has, within a few days, closed contracts with James Fenlon and O. H. Barnes, Esqrs., of Latrobe, for laying the rails from Plymouth to Chicago. The road is all ready for the rails, which are to be furnished by Messrs. Wood, Morrell and Co., of the Cambria Iron Works, at Johnstown. There will be no delay in this work, for the financial arrangements for its completion are already perfected, and by the first of October, the entire work will be done.

SYSTEM OF MINING COAL AND METALLIFEROUS VEINS FULLY EXPLAINED;—With a Compendium of General Principles on that Science, Productive, Consumptive, and Incidental Statistics of Coal; together with Geological and Mineralogical Observations. Illustrated by Maps, Sections, &c. Intended principally for the use of Mining Engineers and Amateurs. By G. JENKIN PHILLIPS, F. G. S., Professor of Geology. (Late from Cornwall, G. B.) Philadelphia: Published by the Author.

We give in full the title of this little manual of 86 pages, that our readers may see what the author intends by its publication. The book itself is full of unexplained words, the meaning of which is known only to miners; and of bungling sentences, the meaning of which is doubtless known to the author himself. A glossary and a grammarian would have remedied these two radical defects. The maps are valuable; and, in spite of the drawbacks we have mentioned, the work may be read with advantage by those who wish to get an insight into practical mining.

VENTILATION IN AMERICAN DWELLINGS; with a Series of Diagrams, presenting examples in different classes of habitations. By DAVID BOSWELL REID, M. D., F. R. S. E., &c., &c. To which is added an Introductory Outline of the Progress of Improvement in Ventilation, by ELISHA HARRIS, M. D. New York: WILEY & HALSTED, 351 Broadway, 1858. Pp. 124.

The subject of Ventilation, though one of first importance, as respects health, comfort and longevity, has been sadly neglected among us. Most houses in the United States, especially in cities, are as inaccessible to fresh air, at a properly regulated temperature, as if they were hermetically sealed. A large proportion of the ill health with which American women, in particular, are afflicted is owing to their confinement in overheated and badly aired rooms. We are glad that at last this subject is attracting the attention it deserves. The work before us was prepared by Dr. Reid during his two years' residence in this country. He has made the matter a speciality, and no man is better capable of treating it thoroughly. Dr. Harris, the American editor, has been Physician-in-Chief to the Quarantine Hospitals, and has devoted much attention to this science. The work is admirably illustrated with diagrams. It cannot be too widely circulated, or its teachings too thoroughly studied. If its lessons were generally followed, we should

soon have a much more robust, vigorous and manly race of men—and a repetition of such a calamity as the National Hotel disease, at Washington, would be an impossibility.

PRACTICAL MECHANICS' JOURNAL.—WILEY & HALSTED, 351 Broadway.

We have received the January, February and March numbers of this useful publication, and perused much of their contents with great interest and satisfaction. They contain descriptions and illustrations of recent patented and other inventions, contributions from able correspondents, and proceedings of scientific societies, in all of which is embraced such matter as cannot fail to be interesting and instructive to the general reader.

Pittsburg and Connellsville Railroad.

This road is now completed and in operation from Connellsville to Port Perry, at the mouth of Turtle Creek, opposite Brinton's station, on the Pennsylvania railroad, 12 miles east of Pittsburg; at which point a connection is formed with the latter road by means of a short lateral branch about one mile in length. Since the road was finished to this point, January 14, 1857, passenger and freight trains have been run regularly in connection with the trains of the Pennsylvania road to and from Pittsburg. The distance from Connellsville to Pittsburg, via the Pennsylvania road, is about 60 miles.

The Company are now advertising for proposals for the building of the extension of their own road from Port Perry to Pittsburg, about $10\frac{1}{2}$ miles—thereby effecting a saving in distance of about $2\frac{1}{2}$ miles. The importance of constructing this part of the road, as soon as the Company could compass the means, was urged by the Chief Engineer in his last annual report, not only for the purpose of perfecting the original design of an independent line of rail-way from Pittsburg to Connellsville, but more particularly for the purpose of developing a remunerative coal trade now awaiting the construction of this part of the road, as well as adding facilities to the operations of all kinds of trade upon that important portion which is now made tributary, in a very large degree, to the Pennsylvania Railroad Company.

The estimated cost of construction of the extension is given by the Chief Engineer in his report as follows:

For graduation	\$129,600
" masonry	70,950
" bridging	19,450
" track	110,000
" all other expenses, except the permanent improvements at the terminal stations	70,000
Total	\$400,000

—or about \$38,000 per mile.

This portion is represented in the report as being the straightest and most level part of the road, and as requiring no further commendation than the simple statement that its features, in regard to alignment and grade, present no obstacle to the transit of the heaviest trains to which a single locomotive would be attached, upon a level and ordinarily curved line of railway.

The fiscal year of this Company ended on the 31st October last, during which there were transported over the road 59,309 passengers, yielding a revenue of \$23,574 70; 20,412 tons of freight, \$20,546 14; express goods, \$325 24; and mails,

\$1,140 65—making the entire revenue of the road \$45,586.

At the commencement of the fiscal year, but 33 miles of the road were completed. Three months of that year elapsed before the connection was made with the Pennsylvania road. The above result is, therefore, no criterion whereby to judge of the business of the connected road, for a whole year after such connection was formed. Nor will the latter bear any comparison with the business which will pass over it when the extension of their own road to their own depot grounds in Pittsburg shall be completed—for the reason that a large share of the business of the road comes from points upon it not far east of its junction with the Pennsylvania road, and hence the latter road shares largely in the receipts therefrom. It is estimated in the report that that an extension of the Company's line would nearly double their revenue without materially adding to their expenses, and be attended with other conveniences and advantages.

We learn also from the report that the entire line from Connellsburg to Cumberland has been re-surveyed and re-located—a comparison of the results of which with those of the original location, embracing all the estimates of the cost of graduation, masonry, bridging and track, exhibits an apparent saving of \$397,500 by the re-location.

The estimated cost of the road between Connellsburg and Cumberland is as follows:

Tunneling	\$309,300
Graduation	1,314,300
Masonry	227,900
Bridging	88,500
 Total	\$1,940,000
Less amount already expended at Sand Patch tunnel.....	189,400

Leaving a balance of \$1,750,600 as the sum now estimated to be sufficient to cover the cost of graduation, masonry and bridging of all the unfinished portion of the road from Connellsburg to Cumberland.

The above result of the estimate of the engineer, having been made with labor and exactness, may be depended upon, both as regards the amount and price of the work to be done. The result of the labors of the engineer department is deemed by the board as the most valuable of their operations during the year—a reliable estimate of the cost of the road being indispensable in soliciting capital for carrying forward the work. The board see nothing in the amount to alarm or deter them from endeavoring to procure the required capital, under a more favorable condition of the money market. All that has heretofore been claimed for the route, as a superior pass across the Alleghenies, is fully realized in its final location.

The work of construction had proceeded throughout the year, with the exception of a few weeks, during which the work at Sand Patch tunnel was suspended on account of the failure of the contractor. It was resumed, however, and prosecuted, together with two contiguous sections, to the first of October, when it was again suspended, together with all works of construction upon the line of the road, by order of the board. But, notwithstanding the temporary suspension, and the final stoppage of all work, about 1,000 feet in length of the tunnel heading had been driven during the year—leaving but 250 feet to be done hereafter. (This

tunnel is 4,675 feet in length, with two large approach cuts at the entrance of same, forming together about two miles of road-bed.) There had also been excavated some 500 feet in length of the tunnel bottoming, a considerable amount of material from the western approach cut, and all that remained to be done in the eastern approach cut. The contractors upon the two sections contiguous to the tunnel, being restricted to a very small force, and only for a short time, the work done is comparatively unimportant. The cost of constructing the tunnel and approaches was estimated at \$352,000. Of this, \$181,413 88 had been expended; from which it appears that less than one-half of by far the most difficult and important piece of graduation upon the road now remains to be done.

From the Treasurer's report we learn that of the floating debt there has been paid off within the year, \$275,459 37—thus reducing that debt from \$788,862 86 to \$513,403 49.

That there has been expended during the same period, \$231,595 81 upon construction, equipment surveys, right of way and real estate, of which \$185,021 33 was upon the western, and \$46,574 48 upon the eastern division.

That the whole expenditure, under the same heads, from the first organization of the Company, in 1846, to this date, has been \$1,620,589 18, of which \$1,423,503 42 was upon the western, and \$197,085 76 upon the eastern division.

That the total interest paid upon the floating debt, has been \$178,168 11; upon the Company's own bonds, \$300; and the Baltimore city million loan to the Company, \$19,308 09; upon Allegheny county bonds, \$59,580; upon Pittsburg city bonds, \$89,130; and upon stock held by individuals, \$13,691 44—making the whole interest account, (including commissions, &c.) \$361,475 59 from the commencement.

That the discount and commissions on bonds and stocks sold, have been \$222,750 96.

That of the principal of the million loan from the city of Baltimore, there have been paid \$12,000, as the first annual instalment of the sinking fund established by the mortgage deed to that city.

That the Larimer suspended debt is now \$170,012 88, being less than it was a year ago by \$9,500, received during the year from the assignee of that gentleman.

That the revenue of the year from the western division of the road, between Turtle Creek and Connellsburg, has been \$45,566 73, the whole distance of 48 miles having been in operation only nine months of the year.

The subscriptions and loans, in bonds, stocks and money, constituting the entire resources of the Company from the commencement are as follow:

Pittsburg City Bonds, paid for her subscription at par	\$500,000
Allegheny County bonds, do. do. 750,000	
Connellsville Borough bonds, do. do. 100,000	
M'Keesport Borough bonds, do. do. 100,000	
City of Baltimore stock and bonds, exchanged for Company's bonds, guaranteed by that city	1,000,000
Cumberland subscription, in her own bonds	200,000
Individual subscriptions to capital stock	457,850
Real Estate bonds, issued for Pittsburg Station property	100,000
 Total	\$3,207,850

The total amount expended, as shown by the Treasurer's general statement of the Company's account, is \$2,285,605 69.

The assets still undisposed of, and rated at their par or nominal value, are \$1,076,677 28 This includes the \$170,012 88, due by William Larimer, Jr., and does not include the Cumberland subscription of \$200,000.

Adding the uncollected stock subscriptions, exclusive of subscription by contractors, payable in work, say 199,659 93

And we have a total of \$1,276,837 21

Out of the proceeds of these securities, subscriptions, &c., the remainder of the floating debt of the Company is to be paid; and to suppose that they would not be more than sufficient to meet that debt, would assume a degree of depreciation which, unfavorable as are all present circumstances, could hardly be expected to take place.

The officers of the Company are:

President, BENJAMIN H. LATROBE, Baltimore.
Secretary and Treasurer, ALEX. L. RUSSELL, Pittsburg.

Chief Engineer, CHAS. P. MANNING, Cumberland, Md.

Directors—Benjamin H. Latrobe, Baltimore, Md.; Thomas Bakewell, Joseph Pennock, Samuel A. Long, William J. Anderson, Charles H. Paulson, William Phillips, Pittsburg, Pa.; Alexander Millar, Allegheny Co., Pa.; Daniel R. Davidson, Fayette Co., Pa.; Cyrus P. Markle, Westmoreland Co., Pa.; Benjamin Deford, William F. Murdoch, Baltimore, Md.

East Tennessee and Virginia Railroad.

The completion of this line of railroad, of 130 miles in length, opens another great through route from the Mississippi to the seaboard. Already we see by the reports of the business transacted upon it that it is beginning to come into active use as the shortest means of communication with Memphis and the Southern Mississippi.

The opening of this route will bring into market the fertile but comparatively secluded portion of country through which it passes. As parts of a great national line, this road will play an important part. We are glad to see that its completion is everywhere hailed with satisfaction. We extract the following from the *Lynchburg Virginian* of the 25th:

"The *Knoxville Register* unites its congratulations with those of the press throughout the South and South-west, upon the completion of the East Tennessee and Virginia Railroad. Says the *Register*:

"The last spike has been driven in this road, and trains are now running regularly through from terminus to terminus. The completion of this road, marks one of the greatest epochs in our history; one to which thousands have long looked forward with anxiety and over which our whole people have cause to unite their rejoicings. The completion of this route is not merely the union of Knoxville with Bristol, but the binding together of the North and the South with a bond indissoluble. The great highway of the nation is at length opened up, and we unite our congratulations with those of our brethren of the press upon the consummation of so grand an enterprise. Let it be worthily celebrated on the 3d of June.

The work on this road was commenced in March, 1851, at Strawberry Plains, and the completion of it in but little more than seven years, considering the limited resources of the country

traversed by it, and the opposition encountered among our own people is an achievement of which the Company may justly feel proud. During the entire struggle of this Company, Dr. Samuel B. Cunningham has been its President, and it must have been the proudest moment of his life, when he drove the last spike home that finished the work for which he has toiled so faithfully. Undismayed by difficulties and reverses, and faithful amid reproaches, he has lived to enjoy his triumph in the final success of his enterprise.'

The *Register* does not over-estimate the importance of this improvement. It is important, not only to Tennessee, but to Virginia. While it places East Tennessee—one of the richest and most beautiful countries in the world—in direct communication with the East and North, and with the ocean at Norfolk, it also finishes the only link in the chain of roads which will cause the greater part of the travel between North and South to pass directly to the heart of Virginia.—Virginia, as well from interest as from affection and neighborhood, congratulates Tennessee cordially and sincerely upon the realization of a long-cherished aspiration.

Something yet remains to be done, however, by us of Virginia. We must complete the missing link between Lynchburg and Charlottesville—sixty miles only—which will give us almost an air line road to Washington City. Twenty miles of it—one-third of the distance—will be finished during the present year. The remainder, under the energetic management of the President of the Company will soon follow. And then the Southwest will not only be connected with Norfolk, in all the relations of commerce, but with Washington City, in the relations of travel and the mails. This, only, is needed to make the system complete."

Dubuque Western Railroad.

We are gratified to learn that the work of laying down the rail on this road will commence next week. The iron is on the other side of the river, and will be brought over forthwith.—The operation of punching the iron has been commenced in earnest.

The rails on fifteen miles of the road—from Farley to Sand Spring station, or beyond—will all be laid, we understand, in two months from this date, so that by about mid-summer we hope to see the cars running on the Western Railroad. Considering the financial pressure, this company is entitled to much credit for the energy manifested in pushing this enterprise forward. Full-sized men are at the head of it.—*Dubuque Times*, 20th.

Journal of Railroad Law.

STATUTORY CAUSE OF ACTION.—ACT OR NEGLECT IN ANOTHER STATE.

We have spoken in former numbers of the JOURNAL of the Statute of this State giving a right of action to the representatives of a deceased person against a railroad company, when the death of such person was occasioned by the fault or negligence of the company. This statute, however, being of force only within our State jurisdiction, cannot be made under any circumstances to apply to cases arising in another State. Even if there be a law of precisely similar tenor in the other State, our courts are neither bound nor authorized to take judicial notice of it, unless it be legally submitted in evidence.

A case decisive of this point, in the Supreme Court of this State, we take from the forthcoming volume of Abbott's Practice Reports (Vol. VI., p. 129).

The action was brought against the New York and New Haven Railroad Company, in the name of one Vanderwerken, to recover damages for injuries, causing the death of deceased, on the occasion of what is known as the Norwalk disaster, in

1853. He was riding in a car of defendants, and was instantly killed. On the trial, a small verdict was obtained against the defendants.

The plaintiff moved for a new trial, on the ground of the erroneous decisions and charge of the justice on the trial.

The defendants, for similar errors, moved for judgment in their favor, on the ground that no action lies, it appearing that the injury was done in Connecticut, and that the law of Connecticut was not alleged in the complaint, nor shown on the trial.

PEABODY, J.—The objection made by the defendants seems to be entirely fatal to this case. The deceased was killed instantly by the negligence of defendants. At common law no action for damages would lie for such a killing. This accident, and the acts or omissions complained of, occurred in Connecticut; and whether an action will lie for acts done there, depends on the law of Connecticut. What the laws of Connecticut are on the subject does not appear, either by the pleadings or evidence. They were neither pleaded nor proved. This court cannot judicially know them. In the absence of all evidence on the subject, it can, at most, only intend that the common law prevails there. A statute, to be sure, exists in this State which gives an action to the representatives of such a deceased person, but that statute has no extra-territorial force, and does not give an action for a wrong done out of this State. Whether an act or omission constitutes a wrong for which an action will lie, depends on the law of the place where it is done. As to matters of this kind, the States are foreign to each other; and the act done in Connecticut may, for all the purposes of a right of action under our laws, as well have been done in Russia; and as to any knowledge of the laws of another State or country, courts of this State may as well take cognizance of, and enforce the laws of Russia as those of Connecticut. Our statutes are not in force as laws in Connecticut or Russia, and they cannot give rights of action for causes not otherwise actionable arising or occurring in either of those States. The plaintiff's right of action, and the nature and extent of his right to damages or otherwise by virtue of his action, depend on the laws of the State where the acts complained of occurred and the cause of action arose. The laws of no other State are in force there.

The common law, we are to intend, determines the rights of parties there, and by that law plaintiffs could have no action. Whether there be any statutory provision in that State, and if so, what it is, we are not to know, save by legal evidence. This evidence does not appear. The pleading should state the law in the first place; and if not admitted by the pleadings of the adverse party, it should be proved like any other fact on the trial. Here it is neither pleaded nor proved; and indeed the case and argument were evidence that the recovery was expected and claimed under our statute of New York of the year 1847. It is, I suppose, beyond all doubt that the plaintiff cannot maintain an action on that. (4 Am. Law Reg., 747, and cases cited; 2 Handy, Ohio, 110.)

The pleading, however, shows facts which may, in connection with another fact not stated—to wit, the law of the place where they occurred—constitute a cause of action. As it is apparent that a

fact, very material, making this right of action complete, may exist, and as the statute of limitation would be a bar to a new suit, the plaintiff must have liberty to amend, on payment of all the costs since service of his summons, and have a new trial in this action. If he do this within twenty days after record of this order, and amend his complaint in this respect, he may have a new trial. If not, judgment must be entered for defendant with costs.

COMMON CARRIERS.—BREACH OF CONTRACT.

Davis vs. the Pennsylvania Railroad Company.

In this case Judge Spencer delivered an opinion. The plaintiff was a nursery man, living at Milford. He brought this action to recover damages for the alleged breach of a contract to send a large number of peach trees from Philadelphia via Columbus to Cincinnati. The trees upon reaching Pittsburgh were placed by defendants in the hands of commission merchants, and one portion of them were forwarded thence to Cincinnati by the Ohio river, and another portion came by Dayton instead of Columbus. The property, when delivered to defendants at Philadelphia, had labels fastened on them, but not being marked "Through by Railroad" the defendants claim they were not responsible for the delivery by railroad, but were at liberty to ship them at Pittsburgh by any convenient route to Cincinnati. Taking the contract as entire, the Court was of opinion that it imposed two obligations on the part of the defendants: 1st, As common carriers from Philadelphia to Pittsburgh, and from that point, as forwarders, and not as carriers; and the putting of the trees in the hands of commission merchants at that point might be regarded as a proper custom which the parties, who dealt with them, were presumed to know; and if, therefore, they were entrusted to the care of men of that description, the responsibility of the defendants would cease—and if the commission merchants should happen to give them a wrong direction, the defendants would not be liable; but before they could absolve themselves, they should show by receipts taken from these parties, that they had obligated them to ship the goods by a proper route.

Not having taken those receipts, and the goods not having been forwarded according to the original stipulation, there was, in the opinion of the Court, a technical breach of the contract, entitling the plaintiff to recover, at all events, nominal damages. Was he entitled to anything beyond? The trees arrived in Pittsburgh, within a period of about seven days, the ordinary time, and there was nothing, therefore, to show a want of diligence up to that time. Eight days afterwards they arrived in Cincinnati—in all, sixteen days from the time they left Philadelphia, and they came to the possession of the plaintiff at the Little Miami railroad depot at about the same period of time at which they would have arrived, if transmitted through the route indicated by the contract; and as there was no other injury than that which arose from the lapse of time, it could not be held the plaintiff suffered by the breach of the contract; but that the trees were injured, if at all from their perishable nature and the necessity of the case. If they were unreasonably delayed, and from the consequences of that delay they perished, the defendants would be responsible, notwithstanding

the clause in the contract, "that they would not be liable for perishable articles," as in any event they would be liable for unreasonable delay.—But such not appearing in the present case, the defendants could be held liable only for nominal damages. Judgment for \$20.

Among the passengers by the *Europa*, from Boston, on Wednesday last, was HENRY V. POOR, Esq., editor of the AMERICAN RAILROAD JOURNAL, of New York, who expects to spend a few months abroad, in the examination of the public works of Europe. Mr. Poor removed from Bangor to New York, about ten years ago, for the purpose of conducting that Journal, which has, under his charge, become one of the institutions of the country. It has grown with the growth of the railroad interests of the country, and is not only one of the most profitable, but the most widely extended journal of the United States. It was originally established by D. K. MINOR, Esq., in 1831, who conducted it till 1848, when he disposed of it to its present proprietors.—At that time there was in this country about 6,000 miles of railroad, having been multiplied at the rate of 268 miles per year from 1828 to 1848, while from 1849 to 1858 they have been extended at the rate of 2,000 miles per year. The railways of the United States have reached to 26,107 miles in operation, Jan'y 1st, 1858, with 2,500 miles in progress and 10,000 more in contemplation. During all this period, Mr. Poor has so conducted the *Journal* as to secure the confidence of all parties, capitalists as well as railway proprietors, and his fearless exposure of rotten and unsound schemes, and his adherence to an independent policy has made him an authority on all railway matters. The *Railroad Journal* circulates widely among the railway companies in this country, and in every considerable city of Europe.—*Portland State of Maine.*

Fort Wayne Roads.

The Cincinnati and Fort Wayne Company is ready to resume work on its line between Richmond and Newport. Several sections on that portion of the route which were advanced towards completion when the work was suspended, can be finished up with local subscriptions, which it is believed can now be obtained for that purpose. The Directors have also some encouragement for an effort to prepare the track for the iron, the whole distance between Richmond and Winchester. The friends of this road at Bluffton are anxious that an effort be made to complete the grading from that place to Fort Wayne, and are willing to engage in the work. It is possible that a cheap second class road, laid with strap iron, would be a good investment for the country through which it passes, and for purely local purposes. But it may as well be stated that there is no public or general necessity for another line between this city and Fort Wayne. The route via Dayton and Lima reduces the distance to 190 miles, and the construction of an additional line is, so far as through business is concerned, as unnecessary as it would be unprofitable.

The Fort Wayne, Grand Rapids and Macinac Company having received a large grant of lands from Congress, are progressing with their work. About 150 miles of the grading is under contract. The line between Wolcott's Mills and Fort Wayne was definitely located by the Board of Directors at their meeting on the 16th of April last. The question which has of late excited considerable interest to the parties concerned, as to whether the road should pass through Albion or Kendallville in Noble County, Ind., has been settled by adopting a central route, avoiding by a few miles, both of the rival towns. The Company intend is-

suing bonds based upon their road bed, iron and machinery for the whole distance, and the major part of their lands, and will be ready to offer them for sale the present summer.—*Cin. Commercial*

Pacific Railroad.

We learn from an authentic source, that orders have been issued for the immediate survey, preparatory to final location, of the Pacific railroad from Pleasant Hill to Kansas City—a distance of thirty three miles. Three routes will be surveyed by as many surveying parties, and the Board of Directors will then be prepared to decide upon the eligibility and advantages of the different routes. The surveys will be commenced forthwith.

We further learn, that an effort is being made to continue the construction of the main trunk road to Georgetown, in Pettis County, with every prospect of success.

There is every prospect, also, of making contracts for the immediate completion of the Southwest branch of the road to Massey's iron works, a distance of sixty-two miles from Franklin and of 102 miles from St. Louis on that route.

These are cheering signs. Added to which, every effort will be made to curtail expenditures in various departments, so as to apply every dollar of the available resources, after paying interest on State Bonds issued to the road, and ordinary expenses to construction. No one doubts, now, that the earnings of the road will pay accruing interest and running expenses, and relieve the State from all trouble, so far as her liabilities extend, to this road; and with this, and a rapidly increasing revenue each coming year, the friends of the road may well be satisfied.—*St. Louis Republican.*

Cedar Falls and Minnesota Railroad.

A railroad company has been recently organized at Cedar Falls, for the purpose of constructing a branch road from the Dubuque and Pacific road up the Valley of the Cedar to Minnesota. This road, if constructed, would connect with the Cedar Valley and Minneapolis road, which has a fine land grant from the United States, and which will in all probability be immediately pushed forward. The connecting point would be on the State lines near the centres north and south of Mitchell and Mower counties. This road is organized under high auspices which give every assurance of success.

No better guarantee of the feasibility and construction of a road could be given than the choice of Col. R. B. Mason, of the Dubuque and Pacific road as the President. No man in the Union has been more successfully or more extensively engaged in railroad enterprises.

L. D. Lapman, Esq., has been chosen as general agent and Chief Engineer of the road, and we are informed is a gentleman of marked ability. He is now on the route making preliminary arrangements for commencing the work. The importance of this road to Dubuque can hardly be over-estimated, and if constructed will give to us the trade of the noble Valley of the Cedar and Southern Minnesota. It will also when our Dubuque and Pacific road is completed to the Cedar, be the means of restoring to us the large amount of trade now lost to us by the route of McGregor and Prairie du Chien. We hope that Dubuque and the many flourishing towns in the Upper Cedar Valley will put forth all their energies to push this road forward.—*Dubuque Northwest.*

Chicago, Iowa and Nebraska Railroad.

The Cedar Valley *Times* states that the C. I. and N. R. R. is now so far constructed between Clinton and Cedar Rapids, that by a continued effort of directors and stockholders—such as has characterized their exertions in times past, the cars will be running within the neighborhood of Mt. Vernon, in the month of September next, and to Cedar Rapids by January following. The grading of the 40 miles upon which iron is still to be laid, is seven-eighths completed, and a force is now upon the work sufficient to prepare the track, so as to cause no detention in laying down the iron. There are at Clinton and along the line, suf-

ficient ties. The spikes, chairs and iron are now being brought forward; and a strong force is engaged in laying down the rails.

T. A. HOWLAND,

OF THE LATE FIRM OF

WHITE, HOWLAND & CO.,

HAS removed to the offices recently occupied by Messrs. H. WHITEHOUSE, SON & MORRISON,

54 WILLIAM ST., corner of PINE ST.,

Where he is prepared to furnish Railroad Companies with

IRON AND EQUIPMENTS,

AND ALSO TO

NEGOTIATE THEIR SECURITIES.

P. F. PASQUAY,

MANUFACTURER OF SUPERIOR

OAK-TANNED, STRETCHED AND RIVETED

LEATHER BELTING,

No. 25 SPRUCE STREET, NEW YORK.

BEST QUALITY LACE LEATHER ALWAYS ON HAND

Also, Imitation Morocco and colored Skivers. 3m22

RAILROAD IRON.

THE RENSSELAER IRON COMPANY,

TROY, N. Y.,

OFFER Rails of their own manufacture deliverable as may be desired by purchasers.

OLD RAILS

received in exchange for new or for re-manufacturing.

JOHN A. GRISWOLD, Agent,

Troy, N. Y.

New York Agent:

E. A. QUINTARD, corner of Wall st. and Broadway.

AMERICAN BANK NOTE COMPANY.

FOR the purpose of placing the Bank Note Currency of the country upon a basis of greater security, with the same features of stability and perpetuity that appertain to Banking Institutions, the undersigned, being all the firms now engaged in the business of Bank Note Engraving and Printing in the United States, respectively give notice that they have associated themselves together under the style of THE AMERICAN BANK NOTE COMPANY, and have been duly incorporated by law.

This Company offers to the public important advantages. It combines the greatest skill and experience with the most perfect division of labor.

It brings to bear all improvements in machinery.

It offers the opportunity of selection from the whole material now in use.

It gives the greatest possible security by the superior perfection of work.

It places the business on a permanent footing, protecting the community against contingencies that might arise from the dissolution or derangement of any particular firm.

The business will be continued, as heretofore, at New York, Philadelphia, Boston, Montreal, Albany, Cincinnati, Chicago and New Orleans.

The following are the names of the Trustees appointed under the act, viz:

FREEMAN RAWDON,
TRACY R. EDSON,
CHARLES TOPPAN,
SAMUEL H. CARPENTER,
MOSELEY L. DANFORTH,
EDWARD J. DANFORTH,
J. DORSEY BALD,
NATHANIEL JOCELYN,
WILLIAM H. WHITING.

Until arrangements are completed for the concentration of the business, orders may be addressed to the respective firms, each of which, representing this Company, will hereafter afford to Banking Institutions the aggregate advantages, responsibilities and safeguards possessed by all the houses composing this Corporation. Their prices will remain the same as heretofore.

Very respectfully,
RAWDON, WRIGHT, HATCH & EDSON,
New York Montreal, Cincinnati and New Orleans,
and ISAAC CARY, the N. England Bank Note Co., Boston,
and GEORGE MATTHEWS, Montreal.

TOPPAN, CARPENTER & Co.,
New York, Philadelphia, Cincinnati and Boston.

DANFORTH, PERKINS & Co.,
(late Danforth, Wright & Co.),
New York, Philadelphia, Cincinnati and Boston.

BALD, COUSLAND & Co.,
New York and Philadelphia.

JOCELYN, DRAPER, WELSH & Co., New York.
DRAPER, WELSH & Co., Philadelphia,
New York, Philadelphia and Boston.

WELSTOOD, HAY & WHITING,
New York and Chicago.

JOHN E. GAVIT, Albany.

New York, May 1, 1858.

222

**FINAL SALE OF
L O T S !**
IN
KENTUCKY CITY!

On MONDAY, 27th day of
SEPTEMBER, 1858,

WILL commence the second and final Sale of Lots in this
growing and most interesting

YOUNG CITY.

The Trustees in announcing this Sale, feel warranted in assuring the public that at no point in the West can there be found a

**BETTER CHANCE
For a Safe and Profitable Investment.**

KENTUCKY CITY

Is located on the East bank of the Mississippi river, twenty miles below the mouth of the Ohio river, at the first eligible highland, and in point of fact being THE mouth of the Ohio river; surrounded by a high,

Healthy and Fertile Country,

Rapidly growing in wealth and population, with a salubrious climate, generous, liberal and enlightened society. There wants but ONE further feature to make this the most commanding point on the "great Father of Waters"—this want was an uninterrupted and general outlet to the interior, so as to accommodate the interchange of commodities. **That want** has been, and is now being fully met, by the

RAILROAD

Communications, established and to be consummated from Kentucky City, which is fixed as the centre from which railroad tracks are to radiate, towards the North, South, East and West. The Mobile and Ohio Railroad, of which Kentucky City is the Northern terminus by its main stem to the Gulf, by its connection with the Nashville and North-Western Railroad, at Union City, twenty-five miles from Kentucky City, with the Memphis and Ohio Railroad, eight miles South of the City of Trenton, Tenn., and with the New Orleans and Ohio Railroad, at Jack-on, Tenn., and with the Memphis and Charleston Railroad, furnishes this outlet to all the cities of the South. The Illinois Central Railroad, with which we will be in early communication by a

**REGULAR LINE OF
PACKET FERRY BOATS!**

Supplies the demands of travel and trade with the Lakes and cities of the North and East; and the Iron Mountain Railroad, projected to tap the Mississippi at Belmont immediately opposite Kentucky City, will accommodate all the necessities of the country connected with St. Louis and the great West.

Examine the annexed map, and judge from the facts. We beg that the public may not be led off by suspicions that this is a mere city upon paper. We most earnestly request you to examine, inquire; nay, come and see for yourselves.

The sale is to be made without reserve, and in good faith, and there will always be a reliable gentleman on the ground, whose pleasure and duty it will be to give all needed information, and answer all written or oral interrogatories. Then let one permit himself to be led off by rumor, when the facts are so accessible to all.

Sale to commence—

Monday, September 27th, 1858,

and continue until all the Lots, numbering upwards of four hundred, are sold.

TERMS OF SALE.

From ten to twenty-five per cent. cash in hand, dependant upon the amount purchased, for the residue, a credit of one and two years, with interest.

BEN EDWARDS GREY,
E. I. BULLOCK, } Trustees.
W. H. H. TAYLOR,

Address, for full information,

FRANK JAY MCLEAN,
Atty in fact,

Kentucky City, Ky.

4m22

**RICHARD B. COWLEY,
MANUFACTURING JEWELER,
3½ Division st., 3rd floor, City of New York.
MASONIC, Sons of Temperance and Odd Fellows Lodge
Jewels, from new patterns and dies, made to order and
constantly on hand.
All orders promptly attended to.** 6m22

Notice to Contractors.

OFFICE OF THE PITTSBURG AND CONNELLSVILLE R. R. CO.,
Pittsburg, May 18, 1858

PROPOSALS will be received at the office of the Pittsburg and Connellsville Rail Road Company, in the city of Pittsburg, until the 15th OF JUNE NEXT, inclusive, for the GRADUATION, MASONRY, BRIDGING, TRESTLING, STATION BUILDINGS AND RAILWAY TRACK, embracing the entire work necessary to the completion of the Division of the Road, of about Ten and One Half Miles, along the Monongahela River, between Pittsburg and Fort Perry.

SPECIFICATIONS OF THE WORK are ready for examination at the office of the Company, whose Engineer will be in attendance and where full explanations will be given to parties making inquiry. The work will be let either in one or several contracts, and may be payable in cash, or, wholly or in part, in the First Mortgage Bonds of the Company, secured by the part of said road to be constructed. The work is moderate and can be done expeditiously, and will be required to be completed in all, the coming autumn.

By order of the Board of Directors.
3t22 BENJ. H. LATROBE, Pres't.

TO CONTRACTORS.

SEALED Proposals for the Graduation, Ballasting and Track-laying of 8½ miles of the Junction and Breakwater Railroad, extending from its junction with the Del R. R. at Clark's Corner, to the town of Milford will be received by the undersigned until the 10th proximo; upon which day the proposals will be opened and the letting declared.

All necessary information can be obtained at the Engineer's office in this place.

P. F. CAUSEY, Pres. J. & B. W. R. R. CO.
JOHN DALE, Chief Engineer.
Milford, Kent Co., Del., May 8, 1858. 4t20

**NOTICE
TO CONTRACTORS FOR MASONRY.**

THE undersigned wishes to let 4,000 cubic yards of Bridge and Culvert Masonry, to be built during the current year. Parties wishing information will call in person at the Engineer's office in Norfolk, Va.

WILLIAM MAHONE, Chief Engineer.
Norfolk, Va., May 11th, 1858. 4t20

RAILROAD COMPANIES established or in course of formation, Secretaries and others desirous of having Reports, Prospectuses, Accounts and Estimates prepared for publication can obtain the services of an experienced person at a moderate price. Address T. T. at his office. 3m16

OFFICE OF THE MILWAUKEE AND HORICON R. R. CO.,
No. 33 Pine st., NEW YORK, April 5th, 1858.

THE Office of this Company having been removed to No. 33 Pine st., Interest Coupons will be paid at this office as follows: Coupons of the 1st mortgage bonds, payable in 1878 (2d issue), will be paid on presentation; Interest Coupons of the bonds of the City of Milwaukee, issued to aid in the construction of the Company's road, will be paid on and after the 15th day of May next, and the Interest Coupons of the Farm mortgage bonds will be paid on and after the 1st day of June next. 5t18 J. B. SMITH, President.

PASSENGER AND FREIGHT CARS.

8 FIRST CLASS, 60 seat Passenger Cars for sale. They are 10 feet 4 inches wide, built in the most approved and substantial style of the very best materials throughout, and can be finished **for any Gauge** desired.

ALSO
10 First Class Box Cattle Cars, 6 feet wide, 26 feet long, 6 ft. Gauge. Can be used for either Freight or Cattle carrying. Will be sold in lots to suit purchasers.

Apply to DAVIS & KASSON,
New York, April 22, 1858. 2m 47 Exchange Place.

**5 NEW LOCOMOTIVES,
2 60-Seat First Class Passenger Cars,
15 Second Hand Gravel Cars.**

THE Engines are made by one of the best New England makers and will be sold **very low** for cash or satisfactory security, viz:—

2 FREIGHT ENGINES, 15x24, 5 f., 140, 11x2 in.
1 PASSENGER do. 15x24, 6 f., 140, 11x2 in.
1 do. do. 15x22, 5½ f. whee's.
1 do. do. 14x20, 5½ f., 116, 10x2 in.
All 4 f. 8½ in. gauge, link motion.

WILLIAMS & PAGE,
2m15 44 Water St., BOSTON, Mass.

1,000 TONS Railroad Iron, weighing about 58 lbs. per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by

VOSE, LIVINGSTON & CO.,
8 South William St.,
August 1st, 1857.

Notice to Contractors.



ALBANY & SUSQUEHANNA R. R.

SEALED Proposals will be received by the undersigned, at the office of the Albany and Susquehanna Railroad Company, 73 State street, Albany until Monday, the 1st day of May next, at 10 o'clock A. M., for the grading, masonry, bringing and fencing, of 55 miles of the line of the Albany and Susquehanna Railroad, extending from the city of Albany to the village of East Worcester, Oneida county.

The line will be divided into convenient sections, and proposals are invited for separate sections of the work, or for the whole line.

The line will be ready for examination by contractors, and maps, plans and specifications of the work may be examined at the Engineer's office, Albany, on and after the 18th of May. Blank proposals with all necessary information, will also be furnished to those wishing to propose.

Proposals should be enclosed and endorsed "Proposals," and directed to the undersigned.

The proposals which may be received in pursuance of this notice, will be opened by the undersigned at the time specified, and canvassed, and the result of such canvass will be reported to the Board of Directors, who will con-consider for the purpose of their examination on Wednesday, the 2d day of June next.

Persons proposing for work, who may be unknown to the undersigned, or some member of the Board of Directors, will be required to present satisfactory references.

The right to reject any and all proposals, as may be deemed for the interests of the Company, is expressly reserved to the Board of Directors.

By order of the Board,
C. W. WENTZ, Chief Engineer.
Albany, 20th April, 1858. 6t17

**NOTICE TO
BRICK AND BRIDGE CONTRACTORS.**

THE brick-work of the Tombigbee and Black Warrior bridges, on the North-East and South-West Alabama Railroad, will be let for cash, to the lowest responsible bidder on the 1st day of July, 1858.

Proposals for this work will be received at the Engineer's office in Eutaw, Greene County, Alabama, until the day of letting; bids for the brick-work of one or both bridges will be considered.

About 2,000,000 bricks, in nearly equal amounts, at the two bridges, will be required. The bricks are to be of the best quality; and their suitability for the intended purpose is to be decided by the Engineer of the Company. Bidders must state the place at which they propose to make the bricks. To enable the Contractor to work during the low water season, the Company will have at each bridge site several hundred barrels of Cement.

Plans and specifications will be exhibited at the Eutaw office on and after the 15th day of May next.

Satisfactory evidence of the ability of the Contractor to complete his contract will be required.

The superstructure of these bridges, about 650 feet at each bridge, including the draw, will be let out this year at a later date, but propositions covering both brick-work and superstructure will be considered at the above letting.

The bridges are at Jones' Bluff on the Tombigbee, and Finch's Ferry on the Black Warrior, both healthy localities and accessible to steamboats till summer sets in fairly.

R. E. RODES, Chief Eng'r,
1st Division, N. E. & S. W. A. R. R.
Wednesday, March 10, 1858.

The Superstructure of the above Bridges will be let out on the day appointed for letting out the Brick work, "1st JULY, 1858."

6t16 R. E. RODES, Chief Eng'r, 1st Div., etc.

RAILROAD MAP.

**A NEW AND COMPLETE
LITHOGRAPHIC (COUNTY) MAP**

OF ALL THE
RAILROADS IN THE UNITED STATES
AND CANADAS,

IN OPERATION, PROGRESS AND PROJECTED,
Always corrected to latest dates.

IS PUBLISHED AT THE
AMERICAN RAILROAD JOURNAL OFFICE.

Price of Pocket Edition, by mail, pre-paid \$1.00
" Mounted on Rollers 3.00
" " " Colored in Counties 5.00

**RAILROAD IRON
AT ELMIRA, N. Y.**

THE subscribers have American Railroad Iron for sale as above; also Welsh Iron in New York and other markets.

FABER, PERKINS & CO.,
April, 1858. Brokers, NEW YORK.

3m16

Railroad Iron.

700 TONS, afloat, or in store, of "W. Crawshay's" make. For sale by

THEODORE DEHON,
10 Wall St., near Broadway,
NEW YORK.

13

WATER GAUGES

THAT cannot go wrong or get out of order, and will stand a steam pressure from 100 lbs. to 500 lbs., either for LOCOMOTIVE, STATIONARY, or MARINE BOILERS.

NEWBY, WARRENPOINT, AND ROSTREVOR RAILWAY,
General Superintendent's Office,
Newby, February 2, 1857.

Sir—I have great pleasure in being able to bear testimony to the superiority of your Gauge Glasses, for Locomotives our power, over any other maker's that I have used, during a period of more than twenty years, on one of the principal lines in England. I have now had your Gauge Glasses in use in Ireland on the above line, in our engines, since August, 1856, and I am glad to say that I have not had one broken during that time; and I must say, it is a great desideratum having good Gauge Glasses as regards the safety of Locomotive Engines. Yours

WM. MADDISON,
Superintendent.

Mr. E. TOMEY, Perth, Scotland.

REPLY TO
London & North-Western, Scotch Central, Edinburgh and Glasgow, Eastern Counties, Derby Midland, Scottish Midland, and all the principal Locomotive Superintendents in Britain. Price from 12s. a dozen and upwards.

ENOCH TOMEY, Maker,
Perth, Scotland.

VAN RIPER'S DINING SALOON.

Nos. 34 and 34½ Pine Street.

MERCHANTS and others doing business in the vicinity of the Custom House, should patronize this well conducted establishment.

Every care will be taken to give satisfaction to the most fastidious, and the proprietor feels confident in his ability to please those of his friends and strangers who may favor him with a call.

THEODORE VAN RIPER, Prop'tor.

SAWYER, TINKER & CO.,
MANUFACTURERS OF
COTTON DUCK,
For Car Roofing, of all widths, up to 140 in.
PATENT COTTON BELTING, cost about one-third of Leather,
OFFICE, 86 CEDAR ST., NEW YORK.

A. N. GRAY, Cleveland, O.,
RECEIVER AND FORWARDER OF
RAILROAD IRON, CHAIRS & SPIKES.
Also Cars, Locomotives,
AND ALL KINDS OF
MACHINERY FOR RAILROAD PURPOSES.
Office, next door to the Custom House, Main street.

CEMENT, PLASTER, ETC.
THE HUDSON RIVER CEMENT CO.
HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh ROSENDALE CEMENT, CALCINED PLASTER, FARMERS' PLASTER and MARBLE DUST. Address
HUDSON RIVER CEMENT COMPANY,
Ly 12 Jersey City, N. J.

THE
RAILROAD IRON MILL COMPANY,
CLEVELAND, OHIO,
MANUFACTURERS EXCLUSIVELY OF
RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited
From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to

ALBERT G. SMITH,
President of the Incorporation.
February, 1858.

THE
KASSON LOCOMOTIVE EXPRESS CO.,
CAPITAL \$200,000.

General Office, BUFFALO, N.Y. Treasurer's Office, N.Y.
WM. M. KASSON, President. W. MARSH KASSON,
JAMES G. DUDLEY, Secy. 47 Exchange Place.

RAILROAD IRON.

The Crescent Manufacturing Company,
WHEELING, VA.

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms. Address
N. WILKINSON, Secy.,
8th
WHEELING, VA.

RAILROAD IRON.
CONTRACTS FOR RAILS.

AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,
Or at a Port in United States,

WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON,
10 Wall St., near Broadway, New York.
500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.

The undersigned, Agents for leading Manufacturers in
STAFFORDSHIRE AND WALES,
ARE PREPARED TO CONTRACT FOR DELIVERY

On board ship at Liverpool, or Welsh port.

C. CONGREVE & SON,
13 Cliff St., N. Y.

RAILROAD IRON.

The Undersigned, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT TO DELIVER
Free on Board at Shipping Ports in England, or
At Ports of Discharge in the United States,

RAILS OF SUPERIOR QUALITY,
And of Weight or Pattern as may be required.

VOSE, LIVINGSTON & CO.,
New York. Aug. 1, 1858 9 South William Street.

RAILROAD IRON.

The Subscribers, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT FOR THE
DELIVERY OF RAILROAD IRON AT ANY PORT
in the United States or Canada, or at a shipping port in Wales.

WAINWRIGHT & TAPPAN,
Boston, June, 1851. 29 Central Wharf.

BENJ. H. LATROBE,
CIVIL ENGINEER,

HAS ASSOCIATED WITH HIM PROFESSIONALLY
ALBERT FINK, Civil Engineer.

He may be consulted or addressed at his office in the City of BALTIMORE upon questions relating to the Location, Construction and Operation of Railways, and especially in reference to the plans of Bridges, Station buildings and arrangements, and Railway Architecture generally.

RAILROAD IRON AND
COMMON BARS.

THE UNDERSIGNED,
Sole Agents to Messrs. GUEST & CO.,
The Proprietors of the Dowlais Iron Works,
Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad St.

GEORGE PACE & CO.,

Manufacturers of
Patent Portable Circular
SAW MILLS,
Also, PORTABLE STEAM
ENGINES,
No. 5 Schroeder St.,
BALTIMORE, MD.



IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ½ to 5 inches bore, with Screw and Socket
Connections. T's, L's, Stops, Valves, Flanges,
&c., &c.

MANUFACTURED AND FOR SALE BY

MORRIS, TASKER & CO.,

PASCAL IRON WORKS.

Established 1821.

Warehouse—209 South Third St.,
PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.

CHAS. WHEELER, JR.,
STEPHEN P. M. TASKER.

MORRIS & JONES & CO.,

IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of Iron can be executed.

August 16, 1858.

ly 23

RAILROAD IRON & CHAIRS.

THE LACKAWANNA IRON AND COAL CO.

Are now prepared with increased facilities to contract for
RAILS AND CHAIRS

At their Works at SCRANTON, PENNA.

Address J. H. SCRANTON, Pres't, at SCRANTON,
or, THEO. STURGES, Treas., 46 Exchange Place, NEW YORK.

STEEL, FILES, &c.

R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted Cast Steel, superior
quality, for Tools, Machinery, and Engineering purposes,
Single and Double Shear, Blister, German Spring and Sheet
Steel of every description—also, Cast Steel Files of high
reputation, especially adapted for the use of Machinists, and Saws
and Edge Tools of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK
USE

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N.Y.

RAILROAD IRON.

WOOD, MORRELL & CO.,
Having leased the extensive Works of the

Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for
RAILS of any required pattern or weight, on the most
liberal terms.

Philadelphia Office, { North Penna. R. R. Building,
No. 407 Walnut st.

AMERICAN COAL CO.

GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their
coal, delivered on board vessels at the depots at Baltimore,
Georgetown and Alexandria, on the most favorable terms. The
coal is from the George's Creek basin, entirely free from slate,
and for steamers, locomotives and foundries is unsurpassed and
unequalled in quality by any coal brought to this market, except
that coming from the same basin.

The Company will procure vessels at the lowest rates, when
desired, without charge.

Orders for quantities less than a cargo, will be filled at the
yard of RANDALL & MORRELL, Jersey City, adjoining the
Coward Wharf.

Office, 59 Exchange Place.

W. TITUS, Secy.

RAILROAD SUPPLIES.
WILLIAMS & PAGE,
 No. 44 Water, between Congress and Kilby Streets,
Boston, Mass.

Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,
 (on hand or made at short notice.)

Wheels and Axles of all kinds,
 LOWMOOR, AMES', BOWLING, AND NASHUA TIRES,
IRON AND STEEL,
 Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber Springs, Chairs, Hose and Belting, Ash, Pine and other Timber, and ALL MATERIALS USED in Equipment and Repairs of Railroads, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, PHILIP S. PAGE,
 Late Sup't Boston & Mo. R. R. Late PAGE, ALDEN & CO.

REFERENCES.

JAMES HAYWARD, President PHELPS, DODGE & CO., N.Y.
 Boston and Maine R. R. COOPER, HEWITT & CO., do.
 Capt. WM. H. SWIFT, Boston. REEVES, BUCK & CO., Phila.
 GEO. H. KUHN, Esq., Boston. E. S. CHEWBROOK, Chicago.
 S. M. FELTON, Pres't Phila. W. & B. R. R.

OLD STAND.
RAILROAD AND CAR FINDINGS.

A. BRIDGES & CO.,

SUCCESSORS TO BRIDGES & BRO.,

WILL continue the Railroad and Car Furnishing business, and deal in Locomotive and Hand Lanterns, Enamelled Head Lamps, Brass and Silver Trimmings, Cotton Duck for Car Covers, Portable Forges and Jack Screws, Bolts, Nuts and Washers, Ship and Bridge Bolts, and Iron Forgings of almost every description, etc., etc., etc., etc., at the OLD STAND,

64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside from our regular business, respectively solicited.

ALBERT BRIDGES, { Of the late firm of
 BRIDGES & BRO.
 JOEL C. LANE.

M. K. JESUP & CO.,
 No. 44 EXCHANGE PLACE,
RAILWAY AGENTS AND

COMMISSION MERCHANTS,
 DEALERS IN FOREIGN AND AMERICAN

RAILROAD IRON,
 HAVE FOR SALE OR COMMISSION

LOCOMOTIVE ENGINES,
 PASSENGER AND FREIGHT CARS,
 WROUGHT AND CAST IRON CHAIRS,
 Spikes, Car Wheels, Axles, Tyres, etc.

F.W. Rhinelander, James A. Boorman, Edwin A. Post,
RHINELANDER, BOORMAN & CO.,
 RAILWAY AGENTS

AND

COMMISSION MERCHANTS,
 SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
 CONSTRUCTION AND OPERATING OF RAILWAYS.

BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO
 John A. Stevens, Esq., President Bank of Commerce.
 Sam'l Sloan, Esq., President Hudson River Railroad Co.
 James Boorman, Esq., Messrs. Shulman, Allen & Co.
 Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.

DRAKE & CARTER,
 49 Merchants' Exchange, Wall Street.

THE subscribers have formed a Co-Partnership under the name of DRAKE & CARTER, for the purpose of continuing the business of Buying and Selling Stocks and Bonds, Lending Money on Stocks and other Securities, making Collections, &c.

The general partners of the concern will be JAMES M. DRAKE and GALEN A. CARTER. EDWARD B. LITTLE Esq. has contributed Fifty Thousand Dollars as special partner.

D. & C. will occupy the Office No 49 MERCHANTS' EXCHANGE, (entrance on Wall St.)

JAMES M. DRAKE. GALEN A. CARTER.

GEO. M. FREEMAN,
 SUCCESSOR TO
PRATT & FREEMAN,
 PHILADELPHIA
RAILWAY SUPPLY AGENCY,
 No. 123 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings, MACHINERY AND MACHINISTS' TOOLS, MINERS' TOOLS, ETC.

E&P COTTON WASTE.

WHITE AND YELLOW CAR GREASE, LOCOMOTIVE BRASS WORK, Baggage Checks, Barrows, etc., etc.

RAILROAD LANTERNS, SIGNAL LIGHTS, STEAM GAUGES, COCKS AND WHISTLES, INDIA RUBBER HOSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS, ENGINE, STATION, AND SIGNAL BELLS,

E&P Superior Car Upholstery, etc. E&P

AGENCY OF THE KEROSENE OIL COMPANY.

E&P Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturers' lowest prices.

KETCHAM & WILLIAMS,
 STOCK BROKERS,

No. 1 HANOVER STREET,

Near Wall, NEW YORK.
 Stocks and Bonds bought and sold on Commission, and
 Loans negotiated. 6m9

H. H. GOODMAN & CO.,
 No. 7 WALL ST., NEW YORK,

Dealers in Railway, City, County, and State BONDS,

RAILS, LOCOMOTIVES, &c.

We have on hand and for sale, of County Bonds—
 Hardin County (Ky.), 6 per cts. | Davidson C'ty (Tenn.), 6 pcts.
 Carter, Bath, and Montgomery (Ky.), 6 per cents. | Iowa County (Wia.), 8 per cts.
 Also a variety of CITY, | Mineral Point do. do.
 SECURITIES in smaller lots. COUNTY, and RAILWAY April 30th, 1866.

CINCINNATI.

HEWSON & HOLMES,
 AUCTIONEERS AND STOCK BROKERS,

Have regular sales of Stocks, Bonds, and other Securities
 EVERY WEDNESDAY AND SATURDAY,
 At 1 o'clock at the Merchant's Exchange,

AND IF REQUIRED,

SPECIAL SALES

ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.
 OFFICES—Nos. 83 and 35 Walnut street.

Where they offer at private sale

A GREAT VARIETY OF
 State, County, City and Railroad BONDS and STOCKS

NEGOTIATION

LOANS, NOTES, BILLS OF EXCHANGE,
 AND COLLECT

DIVIDENDS, LEGACIES, DEBTS, &c.

REFERENCES—Ohio Life Insurance & Trust Company Bank

CINCINNATI STOCK EXCHANGE.

KIRK & CHEEVER,
 Stock Brokers and Railroad Agents,

NO. 83 WEST THIRD STREET,

CINCINNATI, OHIO.

Railroads Stocks, Bonds, &c., bought and sold on commission.
 Regular sales at public auction at the MERCHANTS' EXCHANGE.

REMOVAL.

W. D. STARLING, Metal Broker and Rail Inspector,
 from Lawrence Pountney Lane, to the Vestry House,
 Lawrence, Pountney Hill.
 LONDON, 1857.

Nathan Caswell,

NO. 9 Nassau st., New York, Broker a Railroad Iron, refers
 to Messrs. F. CHOUTEAU, JR., SANFORD & CO. 6m1

NEW ENGLAND RAILROAD AND STEAMBOAT SUPPLY AGENCY.

HOLT, BRIDGES & CO.,
 NO. 5 WATER STREET,
BOSTON,

WILL supply all Material and Articles used in the Construction and Operating of Railroads at Manufacturers' prices. Rails, Chairs, Spikes, Wheels, Axles and Tires of all kinds. Iron and Steel of any Manufacture required.

BOILER TUBES AND FELTING,
BOLTS, NUTS & WASHERS,
 LOCOMOTIVE, HAND AND SHIP LANTERNS,

Car Trimmings or all descriptions. Sperm, Whale, Lard, Elephant and Cotton Seed Oils, etc.; Paints and Varnishes; Steam and Water Gauges; Car and Switch Locks; Ventilators, Bell Cords, Rubber Springs, Hose and Belting; Signal Bells, Feather Dusters, Machinists' Tools, Gauge Cocks, Oil Cups, etc.

W. H. HOLT.
 GEO. E. BRIDGES, late with BRIDGES & BRO., N.Y.
 W. H. GILSON.

A. S. & A. G. WHITON,
 72 PINE ST., NEW YORK,
 DEALERS IN

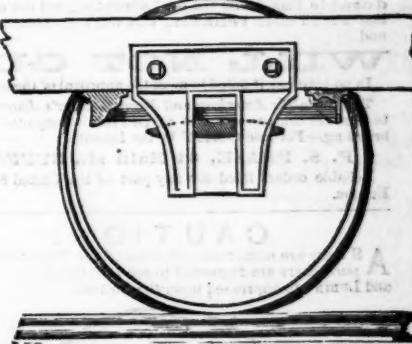
RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.

MANUFACTURERS' AGENTS
 FOR Seller's Iron Turn Tables, Dimples' Patent Blower, F. Gardner's Volute Car Springs and

RAILWAY SUPPLIES GENERALLY.

ALSO
 NEGOTIATORS OF SECURITIES.

WATERMAN'S COMPOUND ELLIPTIC CAST STEEL SPRING.



FROG Points and Plates forged to pattern. Tires, Wheels, F. Axles, Boiler Plates, Bar Iron, and Rubber goods on hand and for sale by
 GEO. W. BILLINGS,
 66 Broadway, NEW YORK.

IRVING & WATKINS

HAVE OPENED
A REGISTER
 FOR THOSE DESIROUS OF LOANING OR
 OBTAINING MONEY ON
STOCKS, BONDS, NOTES

AND OTHER
 SECURITIES,
 AND WILL GIVE THEIR SPECIAL ATTENTION
 TO THE SALE OF
STOCKS, BONDS, ETC.,
 AT PRIVATE SALE, AT THEIR OFFICE,
 NO. 8 PINE STREET.

DUNCAN, SHERMAN & CO.,
 BANKERS,

Corner Pine and Nassau Sts., NEW YORK,

ISSUE
 CIRCULAR NOTES AND LETTERS OF CREDIT,
 For travelers, available in all the principal cities of the world.

ALSO, MERCANTILE CREDITS,
 For use in EUROPE, CHINA, etc. 6m1

DAVID DUNN,
MANUFACTURING JEWELLER,
ROOM 31 GILSEY BUILDING,
NO. 169 BROADWAY.
FLAT AND ROUND BAND
B R A C E L E T S ,
GOLD AND SILVER
CANE AND WHIP MOUNTINGS,
AND
ALL KINDS OF FINE JEWELRY
MANUFACTURED TO ORDER
WITH NEATNESS AND DISPATCH.

NEW ENGLAND RAILROAD
MUTUAL FIRE INSURANCE CO.
Office, No. 11 Railroad Exchange, Boston.

THIS Company, composed of Railroad Corporations, in
accordance with the Mutual principle, against loss by Fire,
BUILDINGS, BRIDGES, ROLLING STOCK, and other
property in which the members have an insurable interest.

DIRECTORS:
S. Hooper, Uriel Crocker, Charles L. Putnam,
Stephen Fairbanks, Wm. Minor, Jr., S. H. Walley,
Wm. A. Crocker, I. M. Spelman, Waldo Higginson.
WALDO HIGGINSON, President.
CHARLES G. HOBART, Secretary.

OIL! OIL!
PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists of
Thousands of Gallons, prove this Oil to be **superior** for
Burning, and **TWENTY-FIVE** per cent. more
durable than Sperm Oil, for Lubricating, and the **only** Oil
that is in all cases **reliable**, that will keep bearings cool,
and

WILL NOT GUM.

In no case has it failed to meet the approval of the consumer.
The *Scientific American and Manufacturer's Journal*, after
testing this Oil, pronounce it **superior** to any other for Lubri-
cating.—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.
Reliable orders filled for any part of the United States or
Europe.

CAUTION.

As there are numerous imitations of our FRANGIPANNI,
purchasers are requested to see that the names of PIESSE
and LUBIN are impressed upon the Bottles.

PIESSE & LUBIN
F E R M E T Y F A C T O R Y .

FRANGIPANNI,
AN ETERNAL PERFUME.

*The Secret is 2s. 6d., the Sachet is 1s. 6d.
The Pomade is 2s., the Soap is 1s.*

2, New Bond Str.
LONDON.

Sold by all Fashionable Perfumers and Druggists in the
World.
WHOLESALE AGENT FOR THE UNITED STATES:
MR. JONAS PHILLIPS, 87 Pearl st., New York.

RAILROADS AND STEAMBOATS.

FOR BOSTON and PROVIDENCE via NEWPORT and
FALL RIVER.—The splendid and superior steamer
METROPOLIS Capt. Brown, leaves New York every
TUESDAY, THURSDAY and SATURDAY, at 5 o'clock
P.M., and the BAY STATE Capt. Jewett, on MONDAY,
WEDNESDAY and FRIDAY, at 5 o'clock P.M.; from Pier
No. 3, N. R., near the Battery; both touching at Newport
each way.

Hereafter no rooms will be regarded as secured to any ap-
plicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch
by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West st.

The REGULAR MAIL LINE
VIA STONINGTON, for BOSTON and PROVIDENCE
—Land route—the shortest and most direct, carrying
the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joe Stone, and
COMMODORE, Capt. W. H. Frazee, in connection with the
STONINGTON & PROVIDENCE and BOSTON & PROV-
IDENCE RAILROAD, leaving New York daily (Sundays excepted)
from Pier No. 2, North River, first $\frac{1}{2}$ hr. above
Battery Place, at 5 o'clock P.M., and Stonington, at 8:30 P.M.;
or on the arrival of the mail train which leaves Boston at
5:30 P.M.

The COMMODORE, from New York Monday, Wednesday
and Friday; from Stonington Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, from New York Tuesday, Thursday and Saturday; from Stonington Monday, Wednesday and Friday.

Passengers proceed from Stonington by railroad to Providence
and Boston in the Express Mail Train, reaching said
places in advance of those by other routes, and in ample time
for all the early morning lines connecting North and East.
Passengers that prefer it remain on board the steamer, enjoy
a night's rest undisturbed, breakfast is served, and leave Ston-
ington in the 7:30 A.M. train for Providence.

A baggage master accompanies the steamer and train
through each way.

For passage, berths, state rooms or freight, apply on board
the steamer or at the Freight Office, Pier No. 2 North River,
or at the office No. 10 Battery Place.

RAILROAD MAPS,
THE BEST "GUIDE" IN THE WORLD,
FOR SALE AT THIS OFFICE.

Price of Pocket Edition, by mail, pre-paid. \$1.00
" Mounted on Rollers. 3.00
" " " Colored in Counties. 5.00

RAILROADS.

NEW YORK & HARLEM RAILROAD.



SPRING ARRANGEMENT,
Commencing Monday, May 10, 1858.

TRAINS leave depot, corner White and Centre sts., N. York,
at 9:30 A.M. for ALBANY, stopping at Williams Bridge and
all stations north. At 6:30 P.M. for WHITE PLAINS, stopping
at all intermediate stations.

Trains leave depot, corner 26th st. and 4th av., New York,
at 6:30, 10:30 A.M., 2:30 and 5:30 P.M., for WILLIAMS BRIDGE,
stopping at all intermediate stations. At 11:30 A.M., 4, and
6:30 P.M. for WHITE PLAINS, stopping at all intermediate stations.
At 5 P.M. for DOVER PLAINS, stopping at Williams Bridge and all stations north.

RETURNING—Trains leave Albany for New York, at 7:30 A.M.,
stopping at all stations north of, and at Williams Bridge.

W. J. CAMPBELL, Sup't.

NEW YORK & NEW HAVEN R. R.



1858. SPRING ARRANGEMENT. 1858.
Commencing March 15, 1858.

Passenger station in New York, corner 27th st. and 4th av.;
entrance on 27th st.

TRAINS LEAVE NEW YORK

For New Haven, 7:20, 8:00 A.M. [ex.], 12:45, 3:10 [ex.], and
4:20 P.M. For Bridgeport, 7:20, 8:00 A.M. [ex.], 12:45, 3:10
[ex.], and 4:20 P.M. For Milford, Stratford, Fairfield, South-
port and Westport, 7:20 A.M.; 12:45, 3:30, 4:20 P.M. For Norwalk,
7:20 A.M.; 12:45, 3:10 [ex.], 4:20, 5:25 P.M. For Darien and
Greenwich, 7:20 A.M.; 12:45, 3:30, 4:20, 5:25 P.M. For Stamford,
7:20, 8:00 [ex.], A.M.; 12:45, 3:10 [ex.], 3:30, 4:20, 5:25 P.M. For
Port Chester and intermediate stations, 7:20 A.M.; 12:45, 3:30,
4:20, 5:25, 6:30 P.M.

CONNECTING TRAINS.

For Boston, 8 A.M. [ex.], 3:10 P.M. [ex.]. For Hartford and
Springfield, 8 A.M. [ex.], 3:10 P.M. [ex.]. For Connecticut
River Railroad to Montreal, 8 A.M. [ex.], and 3:10 P.M. [ex.],
to Northampton. For Canal Railroad, 8 A.M. [ex.], and 12:45
P.M. For Housatonic Railroad, 8 A.M. For Naugatuck
Railroad, 8 A.M., and 3:00 P.M. For Danbury and Norwalk
Railroad, 7:20 A.M., 4:20 P.M.

JAMES H. HOYT, Sup't.

NEW JERSEY RAILROAD.



For Philadelphia and the South and West,
VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A.M.,
and 4 and 6 P.M.; fare \$3; 11 and 4 go to Kensington.
Through Tickets sold for Cincinnati (\$17 and \$18.50) and the
West, and for Baltimore, Washington, Norfolk, etc., and
through baggage checked to Washington in 8 A.M. and 6 P.M.
trains.

W. WOODRUFF, Assistant Sup't.

No baggage will be received for any train unless delivered
and checked fifteen minutes in advance of the time of leaving.

New York and Erie R. R.

On and after Monday, May 10, 1858, and until further notice
PASSENGER TRAINS
will leave Pier foot of Duane street,
as follows, viz.—

DUNKIRK EXPRESS, at 6 a.m. for Dunkirk and principal
intermediate stations.

MAIL TRAIN, at 8 a.m., for Dunkirk and Buffalo, and
intermediate stations.

BOOKLAND PASSENGER, at 3 p.m., from foot of Chamber
st., via Piermont, for Suffern and intermediate stations.

WAY PASSENGER, at 4 p.m., for New York, Middletown
and intermediate stations.

NIGHT EXPRESS, at 5 p.m. for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira,
Canandaga and Niagara Falls Railroad, for Niagara Falls; at
Binghamton with the Syracuse and Binghamton Railroad, for
Syracuse; at Corning with Buffalo, Corning and New York
Railroad, for Rochester; at Great Bend with Delaware, Lacka-
wanna and Western Railroad, for Scranton; at Hornellsville
with the Buffalo and New York City Railroad, for Buffalo; at
Buffalo and Dunkirk with the Lake Shore Railroad or
Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.

CHARLES MORAN, President.

HUDSON RIVER R. R.

FROM May 10th, 1858, Trains will leave Chambers street
station as follows: Express Train, 6 A.M. and 5 P.M.;
Albany and Troy Passenger Train, 11:30 A.M. and 10 P.M.; or
Dobbs' Ferry, 6:30 A.M. and 4 P.M.; for Tarrytown, 7 P.M.; for
Sing Sing 10:30 A.M. and 3 P.M.; for Poughkeepsie, 8 A.M., 1
P.M. and 3 P.M.; for Peekskill 5:30 P.M. The Poughkeepsie,
Peekskill, Sing Sing, Tarrytown and Dobbs' Ferry Trains stop
at the Way stations. Passengers taken at Champlain, Canal,
Christopher and Thirty-first streets. Trains for New York
leave Troy, at 4:30 and 10:20 A.M., and 4:30 and 9:30 P.M.,
and Albany, at 4:30 and 10:20 A.M., and 4:30, 4:45 and 3:30 P.M.;
on Sundays, at 9:30 P.M.

A. F. SMITH, Sup't.

U. S. MAIL AND EXPRESS ROUTE
DIRECT FOR
Iowa, Kansas and Nebraska.



CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM
CHICAGO to AURORA, MENDOTA, PRINCETON,
GALESBURG, QUINCY, BURLINGTON, ANY PART
OF SOUTHERN OR CENTRAL IOWA, KANSAS
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of
South Water street, Chicago, daily as follows:—
9:45 A.M.—MORNING EXPRESS.—Connecting at Mendota with
Illinois Central Railroad, north for Amboy, Dixon,
Galena and Dunleith, south for La Salle, Bloomington,
Decatur, Springfield, Jacksonville, St. Louis, Cairo, &c.; at Galesburg with Northern Cross R.R.
for Quincy, &c.; and at Burlington with Burlington and
Missouri River R.R., and with Packets for points up and down the Mississippi river.

8:45 P.M.—EVENING EXPRESS.—Making same connections as
above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8:45 P.M.
BAGGAGE CHECKED THROUGH TO BURLINGTON
and QUINCY.

THROUGH TICKETS can be procured at all the principal
eastern railroad offices and in Chicago at the Depot and at the
Michigan Central R.R. office, corner of Lake and Dearborn
streets, opposite the Tremont House.

SAM'L POWELL, C. G. HAMMOND,
Gen. Ticket Agent. Gen. Sup't.

Philadelphia, Wilmington & Baltimore Railroad.
UNITED STATES MAIL ROUTE TO THE
SOUTH AND WEST.



Trains will leave the Southern and Western Station, corner of
Broad and Prince streets, Philadelphia, at 8:30 A.M. 12:45, 3 and
11 P.M.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New Yc	Wilmington	\$15 50
do	Norfolk	5 50
From Philadelphia to Wilmington		14 00
do	Norfolk	6 50
do	Petersburg	9 00
do	Richmond	5 00

FARE BY THROUGH TICKETS TO THE WEST.

From New Yc	Cincinnati	\$17 00
do	Louisville	19 00
From New York to Indianapolis		19 00
From Philadelphia to Cincinnati		16 00
do	Louisville	18 00

An extra charge will be made for meals and state rooms
on board the boat.

GEORGE A. PARKER, Sup't.